

cta t-shirts reach market



cta bus stop

36 BROADWAY

Operates Between
Clark(1600W.)-Arthur(6500N.)
& Dearborn(32W.)-Polk(800S.)

Southbound Via Clark-Devon-Broadway-Clark-
Division-State-Polk

Northbound Via Dearborn-Kinzie-State-
Division-Clark-Broadway-Devon-Clark

24 Hour Operation
30 Minute Owl Service

People moving people call 836-7000

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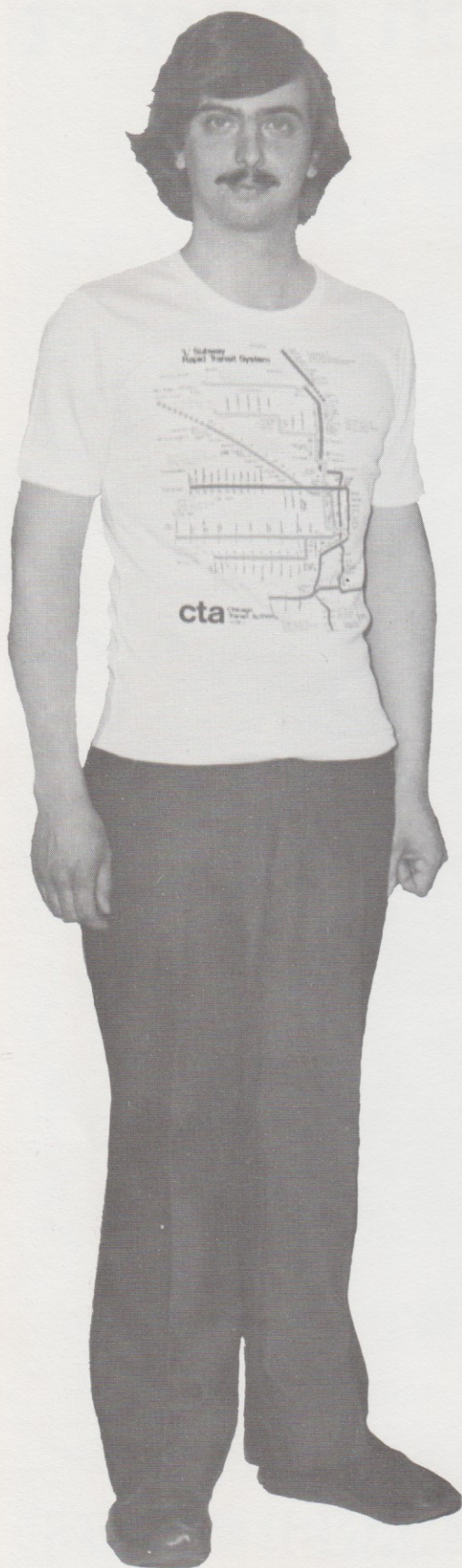
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cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
MAY, 1977



CTA's new T-shirts with colorful designs of the rapid transit map and a variety of bus stop signs are now on sale at major retail outlets in Chicago and suburbs.

Three well known State street stores--Marshall Field & Co., Carson Pirie Scott & Co. and Lytton's--and their branches and eight specialty retailers have the new shirts on their display racks and counters.

The specialty retailers are Uno's in Old Town, Pair of Shoes, Carol & Co., 5-7-9 Shops, Larry's Ltd., The Gap, Atlantis Arisen Boutique, and Mister Bluster's.

The new CTA T-shirts are made of high quality 100 per cent interlock cotton, and come in women's, men's and children's sizes.

The initial production includes 15 bus stop designs and the rapid transit maps in four and eight colors.

One of the T-shirts features the O'Hare express bus sign in red with black lettering. The other bus stop designs bear the CTA's blue with the black letters.

The firm of Laven, Fuller & Perkins, 200 E. Ontario st., is producing and marketing the T-shirts under contract with the CTA. The contract provides for exclusive use of copyrighted CTA graphics with a royalty return to the CTA of 5 per cent of the wholesale return.

For the most part, the copyrighted designs are replicas of original CTA graphics developed by the Graphics-Passenger Controls Section of the Operations Planning Department.

In addition to the original graphics, most of the T-shirts with the bus stop designs also feature the CTA's public service theme--"People Moving People."

The purpose of the T-shirts is to enhance the CTA's image as a vital public service. In effect, they will serve as walking advertisements.

OUR COVER: Pictured is Juanito Blaino, the daughter of Diana and Junius Blaino, modeling CTA's new bus stop T-shirt. Diana works in the General Manager's office, and Junius is assistant superintendent at the Assignment Office. At left is John Gaul of Operations Planning, wearing a system map T-shirt. A list of stores marketing the new T-shirts is on page 19.

King Tut culture bus



cta
stop

Direct service to
Field Museum

126 Jackson

Mon-Sat 07 00-22 00 (1000PM)
Sun 08 15-22 00 (1000PM)

travel information: call 836-7000

TP 2128

149 Stateliners Now Tut Culture Buses

Special Bus Stop Signs Posted Downtown

Designation of a popular downtown shuttle route as a culture bus service has capped an all-out effort by the CTA to promote transit as the best way to get to and from the Field Museum for the King Tut exhibit.

"King Tut Culture Bus" is the sign now carried below the windshields of buses of the 149 Stateliner route, which is one of two bus lines providing direct service to the Field Museum.

Even if there were no King Tut exhibit, it still would be especially appropriate to give the 149 Stateliner the added name of culture bus; for not only do these buses serve the cultural area of the Field Museum, Shedd Aquarium and Adler Planetarium, but they also run within a stone's throw of the Chicago Art Institute.

New "King Tut Bus" signs also are being carried in front by the 126 Jackson buses, the other major bus route which provides service at all times to the Field Museum.

As another important aid for persons going to the exhibit, the CTA has posted special King Tut bus stop signs in the museum-bound directions of both the Stateliner and Jackson routes in the downtown area.

Many at CTA Involved

Many persons at CTA have been involved in the King Tut promotion, for which one of the most important on-going assignments until the close of the exhibit Aug. 15 is making certain that good service is provided to meet the demand.

In charge of supervision of the service by the 126 Jackson and 149 Stateliner buses are Superintendents Gordon Balazs (Central District) and Walter Prosen (District B).

Among others helping to supervise the service at the Museum and also at Michigan avenue and Van Buren street are Leslie Baughn, Robert Bravi, Edward Johnson, Adolphus Martin, Joseph Rossie and John Woodson.

Overall direction for the King Tut service promotion has been given by General Manager Krambles. In the General Operations Division, Manager Harold H. Geissenheimer coordinated many activities. Also participating has been the Public Affairs Department.

E. Leland Webber, president and executive director of the Field Museum, and his staff (including Ms. Audrey Sullivan in charge of public information) extended their full cooperation.

(Continued Page 4)

Tut Culture Buses (continued)

Some weeks in advance of the April 15 opening of the King Tut exhibit, Frank Barker, superintendent, Street Traffic, was a key CTAer who worked with the Field Museum staff. One important change for the King Tut exhibit was the creation of a new stop for outgoing Stateliner buses in the driveway serving the south entrance of the Museum.

Harold Hirsch, manager, Operations Planning, arranged for extending the hours of operation of the Jackson buses to conform with the Museum's 10 p.m. closing Thursdays through Sundays and for making other changes, such as reducing mid-day bus headways to 8 minutes. Working with Hirsch were William Worcester, director of Schedules, and Walter J. Thomas, superintendent of Schedule Preparation.

John O'Connor, superintendent, Passenger Controls-Graphics, and his staff designed the special King Tut bus stop signs, the signs for the front of buses, and directional signs for inside entrances at the Museum. Working on this assignment were Bob Aldworth, supervisor, Graphics Design, and Dennis Radatz, designer.

At South Shops, among those who produced the bus stop signs were Vernon Howe, foreman, and painters Lee Wilkins, Joseph Hull, John Seay, Jeff Jankus and Jim Cervenka.

The King Tut bus stop signs were put up at 35 stops downtown by crews from West Shops under the direction of Bob Grady, traffic planning technician, Street Traffic. Supervised by Foreman Jasper Pollizze, the crews included service truck chauffeurs Bill Brandon and Hank Mosley and sign hangers Al Guadagno, Larry Girlich, Jim Person and Larry Heise.

Art Green, director of Advertising and Promotion, coordinated the development and posting of 400 posters and 4,000 car cards promoting the exhibit. The posters and car cards were designed by Ms. Elizabeth Sheppard, of the Museum staff.

Green also worked with Weber Cohn & Riley, the CTA's advertising agency, on a radio commercial urging people to take the CTA to see the King Tut exhibit. The commercial is one of six spot announcements being aired now by the CTA.



Shown installing special King Tut bus stop signs along the No. 126 Jackson route are, left to right, Bob Grady, planning technician; Bill Brandon, service truck driver; Al Guadagno and Larry Girlich. Picture was made at Jackson and Wacker drive.

cta press box...cta press box...cta press box...cta
press box...cta press box...cta press box...cta
cta press box...cta press box...cta press box...cta

Meet Tom King—A Real Pro

By W. B. Wolfan

Tom King could easily have made professional sports a successful career, in which case, however, the CTA and more than 2,000 other tenants of the Merchandise Mart--and of the new Apparel Center--would have been denied the pleasure of having him as a genial landlord.

Sports surely must have been the main subject of talk at the family table when Tom was growing up in East Lansing, Mich.

For his father, the late Tom King Sr., was a football coach at Michigan State University. His father had played end and guard for Notre Dame in the Harper-Rockne era, and then went on to coach at Louisville University before coming to Michigan State. At State, he served as an assistant to Jimmy Crowley (of Four Horsemen fame) and Charley Bachman who took the Spartans to the Orange Bowl in 1938. From gridiron coaching, the senior Tom King went on to become dean of students at Michigan State.

In such an inspiring athletic environment, young Tom King, lithe and tall, became a prep star in three sports at the East Lansing high school. He won state high school honors in football, basketball and baseball.

Then, as a student at Michigan State, he earned a letter in baseball. With the Spartans, he played in the outfield; and he will never forget one of the games Michigan State played with Notre Dame.

"The Irish had a big fellow named John Creevey pitching for them that day who had a tremendous fast ball," recalls Tom while scratching his head.

"I was the lead-off man and his very first pitch bounced off my head. I saw John Kobs (the Michigan State baseball coach) looking at me from the dugout rather strangely as I went to first. I think he was speculating whether I would get there or not.

"Well, right after that, I took a short lead off first base. I should have known better. That big guy pitching for the Irish, rifled the ball to the first baseman trying to pick me off. Would you believe that his throw hit me in the head for the second time? I was two for two that day against his fast ball, but not with my bat. Fortunately, I wasn't seriously hurt, just a bit shaken up.

"Incidentally, Notre Dame won that game, 1-0. A fellow named Angelo Bertelli hit a home run for the Irish to give them the victory."



Joining the Marine Corps early in World War II, Tom played with a service team at the University of Michigan before becoming a drill instructor at the Marine Training base at Parris Island, S.C. He completed four years of duty as a captain.

In professional basketball, King played a year with the Detroit Falcons. He also was scouted for baseball, but he explains he did not have a "very good throwing arm."

King believes that sports is good training for almost anything one does.

"There is a great deal of similarity, for instance, between my responsibilities and the management of a large sports program such as Don Canham has at Michigan," says King, who is the general manager of the Mart Center.

King is married to Barbara Ann Scott, who was a world famous figure skater. She won the Olympic crown in 1948 and captured three world championships and a European title. The name of Barbara Ann is enshrined in the Canadian Sports Hall of Fame.

They have two children, Shelley Jean and Thomas V. King.

King has never lost his interest in sports, being active now as a golfer and horseman.

He is past president of the Western Golf Association and the Evanston Golf Club, and is a member of the Sectional Affairs Committee of the U.S. Golf Association.

The former Michigander also is a member of the Illinois Sports Council and the National Football Foundation. He also is active in civic affairs. Among many such activities he is past chairman of the Better Business Bureau and the Chicago Convention and Tourism Bureau. He also is a trustee of the Evans Scholars Foundation, founded by Chick Evans, the golfer, to help to fund college education for youth.

King moved to Chicago in 1947 to go to work as a publicist for Arthur Wirtz Enterprises. While working for the Wirtz organization, he met Barbara Ann, who then was starring in ice show reviews.

He loves to talk about those big title fights at the Chicago Stadium; the introduction of boxing to television with Chuck Davey, a fellow Michigan Stater; the hockey games, and other highlights of the flourishing fifties in sports in Chicago.

This reporter was a friend of both Tom's father and head coach Charley Bachman at Michigan State in the 1930s, before the school was in the Big Ten. I knew senior King as an inspirational individual, who not only taught his football players the fundamentals, but instilled in them the meaning of fair play and sportsmanship that would stand them in good stead all their lives.

His son is indeed a chip off the old block.

Plan in Advance for— King Tut Adventure At Field Museum



Entrance to the King Tut exhibit on the second floor of the Field Museum is a doorway to enchantment.

A visit to the King Tut exhibit at the Field Museum is more rewarding when it is properly planned—like an exploration which, after all, it is.

Probably the best time to go is now -- before school is out and summer tourism begins. Since the long lines of opening day, the attendance has been smaller and the waiting much less. If you do have to wait for entry into the King Tut exhibit, your waiting will be inside the Museum, where there are many fascinating exhibits to see. Meanwhile, you can keep an eye on TV screens which will show your reservation number when it is your time to go to the King Tut exhibit.

If you want to know before you leave home how long the King Tut waiting time is likely to be for the day, you can call one of the special telephone numbers the Field Museum has for answering inquiries: 922-5910, 922-5911, 922-5912, 922-5913 or 922-5914.

It might be well to select a weekday in preference to a Saturday or Sunday. You might count on spending a half day for your trip to the Museum. You probably will want to spend an hour in the King Tut exhibit.

If you are there over lunch hour, there is a cafeteria in the basement.

The best way to go to the museum is via CTA, thus avoiding parking problems and extra walking. The No. 126 Jackson buses (daily) and the No. 149 Stateliner buses (Mon-Fri) go directly to the museum.

There is a sense of awe one feels upon entering the specially-constructed exhibit chambers on the second floor of the museum.

You begin to feel as if you are stepping back in time when you enter the orientation room. Striking photomurals by Howard Carter, made at the time of discovery in 1922, give an impression of actually being at the site. But, do not overlook the legends on the photomurals, which provide much interesting information on the remarkable culture of these times in ancient Egypt.

You then embark upon your own discovery through a long walkway that seems to be descending to the burial chambers. The floor seems to slope because of an unusual architectural and lighting effect.

There are four rooms representing the antechamber, burial chamber, treasury, and annex of Tut's tomb. On display in glass cases are 55 of the treasures, each exquisitely spotlighted. The highpoint of the exhibit is the hammered gold mask of King Tut.



Many who view King Tut's mask say it is even more exquisite than any colored picture can portray. Each object in the exhibit is individually lighted to bring out its unique qualities.



This is the orientation room where a pause to learn about ancient Egyptian culture will add much enjoyment to your examination of the contents of the tomb. The photo of the Valley of the Kings on back wall is spectacularly three-dimensional. You almost feel as though you are there.

From the exhibit, you move into the gift shop which offers for sale many items, including jewelry, sculpture, reproductions, books, slides and posters.

Supplementing the Field Museum is an exhibit of "The Magic of Egyptian Art" at the Oriental Institute of the University of Chicago. Included are examples of ancient Egyptian writing, religious objects and portraiture, and objects used in the embalming of Tutankhamun. The Oriental Institute, which is at 1155 East 58th st. on the University of Chicago campus, also contains art and artifacts from other cultures contemporary to Tut's Egypt.

The King Tut exhibit at the Field Museum is free. Museum admission is: family, \$3.50; adults, \$1.50; children, 50¢. Friday free. E. Roosevelt rd. at Lake Shore dr. 663-0450.

Oriental Institute exhibit is free. Tues-Sat from 10-4, Sun from 12-4, 1155 E. 58th st.



Things to do in the Chicago area

with Anit Leppiks

While Waiting—

Among the newer exhibits you can enjoy while waiting for your reservation time at the King Tut exhibit, the Field Museum suggests:

Indians of the Americas in Halls 6-7-8-9 on the main floor. Indian games, in which visitors can participate, are staged on weekends.

The Place for Wonder on the ground floor near the cafeteria. Explore examples of the natural world first-hand--the odor of dried eucalyptus leaves, the feel of lizard skin, the wonder of a seashell under a magnifying glass, etc.

Man In His Environment in Hall 18, main floor. A close-up view of some of the environmental problems confronting us and a chance to analyze how you would solve them.

Then, of course, there are the traditional exhibits well worth seeing again and again--the halls of birds, realistic stuffed animals in their natural habitats, and such activities as weaving demonstrations every Monday, Wednesday and Friday from 10 to noon.

cta engineering department projects in progress

Spring Renewal

(CTA Photos by Eric Blakely)

CTA's continuing program of renewing public transportation facilities gets new emphasis as spring arrives. Here are some spring 1977 examples:

Aluminum clad third rail, an innovation developed by the CTA in conjunction with H.K. Porter Company, Inc., the manufacturer, is being installed with federal and local government funding. The rail increases voltage for train operations and reduces power losses. The photo shows installation of the new third rail on the Douglas Park line in the vicinity of the California station. The aluminum clad rail first was installed several years ago when the Evanston-Wilmette branch was switched from trolley to third rail operation.





At Central Park on the Douglas rapid transit route, a new station is under construction. The masonry wall enclosure around the entrance has been completed, the entrance canopy framing and deck have been installed, new stairways have been erected, and the railings and ornamental iron screen enclosure have been completed.

(Photo by Mike Hoffert)



Final stage of track renewal and right-of-way reconstruction is under way on North 'L' route between Lawrence avenue and Howard terminal. Complete replacement of ballast, ties, rail and fastenings is being done on Track No. 2. Similar work on Track No. 1 was completed last autumn and previously Tracks 3 and 4 were done. This year's phase of the large project began on a Saturday night in March with erection of a temporary platform extension at the Bryn Mawr station, affording riders access to the temporarily rerouted trains from Track No. 2.

(Photo by Rich Stanton)



At Cicero on the Douglas line, another new station is under construction. The contractor has been moving ahead on schedule, favored by good weather. Installation of footings for the platform is complicated by the nearness of tracks. The contractor cannot leave any trenches open over night. Each day he must excavate anew, form and pour concrete. The new station will be in service by next February.

(Photo by Rich Stanton)



Members of the department in conference: standing left to right, Rosanne Currire, Debra Mimms, Kay Killeen, Barbara Hill, Rick Dickieson, Allan Pfeiffer, and Ed O'Rourke. Seated: Dave Kruger, director. (Alan Glickman, Ed Kodish, and Kay Speers were not available when photo was taken)

Mrs. Beard, teacher, inquires:



What Charter Sales Does

The productivity of CTA's fleet of public transit vehicles is continuously increased through chartering of buses and trains to various groups during off-peak hours. Last year, charter revenues totaled nearly \$1 million.

The chartering of buses and trains is handled by the Group Sales Section of the Claims Law and Real Estate Department.

The Group Sales Section is headed by David Kruger as director. Assisting him are Rosanne Currire, Rick Dickieson, Alan Glickman, Barbara Hill, Kay Killeen, Ed Kodish, Debra Mimms, Ed O'Rourke, Allan Pfeiffer, and Kay Speers.

At the April meeting of the Chicago Transit Board, Kruger made a slide-illustrated presentation on charter operations which is summarized in Transit News as a matter of interest to all CTA employees. The script began with the dramatization of an inquiry from a Chicago school teacher:

AGENT:

Good morning, Charter Sales. May I help you?

TEACHER:

Hello, I'd like to charter a bus to the Historical Society. Can you tell me how much it would cost?

AGENT:

The charge is based on an hourly rate. Can you tell me where the pick-up point is?

TEACHER:

Sure, O'Toole School, 65th and Seeley.

AGENT:

That's fine! By the way, were you aware that we have a tour especially for school groups that goes to the Historical Society?

TEACHER:

No, I didn't even know you had tours. Where else do they go?

AGENT:

Well, let's see. We have tours to the Forest Preserve Nature Centers, the Lincoln Park Zoo, the Chicago Academy of Sciences, the Lincoln Park Conservatory, Brookfield Zoo which includes the Porpoise Show, the University of Chicago, and the Museum of Contemporary Art. We also have a tour called "Travel On" which combines an 'L' ride with a boat ride and a tour combining the Chicago Horticultural Society's Botanical Gardens and the Baha'i Temple on the North Shore. Other tours feature the Field Museum, the Shedd Aquarium, and the Adler Planetarium, which can be booked separately or together. Finally, we have our most popular tour, "Chicago Past and Present" which stops at the Sears Tower, Wendy's Old Fashioned Hamburgers, the Chicago Odyssey Theatre, and the Chicago Historical Society. We take care of all arrangements for you. All you have to do is provide the children.

TEACHER:

Sounds great. How much does the "Chicago Past and Present" trip cost?

AGENT:

The price varies depending on the size of your group. If you fill up the bus, it's only \$6.40 per person.

TEACHER:

I'll take it.

Illustrating a charter tour:

Kruger then continued as follows:

Once we have the order, we must make all the necessary arrangements for the group. This includes making their reservations, typing and mailing their tour confirmation and information kit and preparing the charter order. The charter order not only includes the name of the group and the price of the bus, but also the group's itinerary and the routing the driver should follow.

Since the beginning of this program in the spring of 1975, the "Learning is Experiencing" tour program has grown from 6,000 students to 16,000 students. The students originate from Chicago, the surrounding suburbs and from out of town. The out of town groups were the result of a joint promotion with CTA/Amtrak and the Illinois Department of Transportation in distributing a special edition of our student brochure to 1,200 downstate schools. This program highlights special student rail fares sold in conjunction with our educational tour programs which generated 3,500 students.

Because of the magnitude of interest in this program, we also have booked groups from Cincinnati, Detroit, Lansing, Minneapolis, Milwaukee, and St. Louis.

One of our other major areas of business is providing transportation for convention and trade shows. We work very closely with the Chicago Convention Bureau. We begin by contacting the groups by letter and then following up with a personal call during which our sales coordinator discusses the transportation requirements of the show so that a specialized plan can be devised.

All this work results in us getting the business so that we can operate the show as only we know how. The example illustrated represents arrangements for the National Restaurant Association Convention. Some of the other conventions that we have handled are the International Sanitary Supply Association, National Association of Music Merchants, National Swimming Pool Association, Rotary Clubs of America, Chicago Commerce and Industry Expo, American College of Pediatrics, Marine Trade Show, and Chicago Boat and Sport Show.

In order to get more business from the commercial customer market, we developed a special program with the Chicago Bulls, making it easier for groups to get to this popular Chicago attraction. We sell this ticket and transportation package both in person and over the phone. One call from a customer puts our staff in action reserving the tickets and arranging for the bus so that the group gets to the stadium for an exciting evening.

In the past year, we have chartered buses to groups going to rock concerts and to the opera, to museums and to amusement parks. Our groups are young and old. We take people to their church and to the race track, to baseball games and football games, to catch a plane or take a train.

Our community involvement ranges from the State Street Shoppers Special to a downtown shuttle for Harbor Point to fund raising projects involving the chartering of a rapid transit train and an employee bus for Continental Bank.

We also operate special packages such as the recent senior citizen trip to the Chicago Flower and Garden Show. This package generated 28 charters transporting 1,400 senior citizens.



The school group on the bus . . .



at the Chicago Historical Society, viewing the Admiral Dewey loving cup made from dimes contributed by the public . . .



viewing through the telescope at the John Hancock observatory.

Promotions In Control Center; Other Departments



WALTER J. PAVONI, left, a 40-year veteran of CTA and the former Chicago Rapid Transit Company, has been named superintendent of the Control Center. Pavoni started as a station watchman in 1936 and later served as agent, conductor and motorman. He be-

came a supervisor in 1953, a line supervisor in 1961, relief district superintendent in the Control Center in 1971, and an assistant superintendent last September.



McCLINTON PORTER Jr. and JOHN P. McEVILLY, left and right, former assistant garage superintendents, have been promoted to superintendent at new locations. McEvilly, assistant at North Av. for the last three years, is now superintendent at Limits. He joined the Chicago Surface Lines as a street-car conductor in 1947, became a bus driver in 1952 and supervisor in 1959. He was named instructor in 1965 and relief station superintendent in 1971. Porter, former assistant superintendent at Archer, is now superintendent at 52nd St. garage. He began his CTA career as a motorman at North Av. garage in 1950, and later drove both trolley and gas buses. He became supervisor in 1966, instructor in 1970, and assistant superintendent in 1974. Both were honored at the April CTA Board meeting.

The Control Center also has three new assistant superintendents. They are HARRY H. HORN and BENJAMIN C. MORRIS, both former controllers, and JERRY JOHNSON, former assistant superintendent, Service, Rail District North.

THOMAS PRENDERGAST, former senior transit planner, Operations Planning, has been named planning analyst. Now serving as management-professional interns are former instructors JOHN HOFF Jr. and JOHN W. BURNS and former bus service supervisors JOHN JARECKI Jr. and SYLVESTER HORNBACH.

FREDERICK MEAD, former signal helper, Plant Maintenance, and RICHARD PYTLEWICZ, former bus driver, North Av., have been appointed system safety monitors-inspectors, Safety. Also in Safety, NORBERT KOSCIENSKI, former bus repairer, Maintenance, has been named industrial safety and fire prevention inspector.

ROBERT OWENS, former bus driver, 77th St., is now traffic checker, Operations Planning. Others moving into Operations Planning are SOPHIE REYNOLDS, administrative secretary, formerly clerk, Maintenance, and JUDY JOHNSON, typist, who held a similar position in Insurance and Pensions.

Three Datacenter employees have been named systems analysts in the same section.

They are GEORGE BELL and LAURA FONTANA, both former junior computer operators, and KATHY McDERMOTT, former clerk-typist.

In the Maintenance Department, HECTOR DURAN has been reassigned from electrical worker to junior testing engineer, and DANIEL PROZANSKI has moved from production clerk to shopman, Skokie Shop. CHARLES SMALL, former bus repairer, Archer, has become an electrical worker, while OLIVER RIDGELL Jr., former motorman, South Section, is now a painter.

New as terminal combination clerks, Maintenance, are GAYE E. HUBBARD, former relief assignment agent, Transportation; KENNETH BRUCKER, former clerk, Personnel Administration; LEONARD JOYCE, former bus driver, Kedzie, and ANTHONY PARRILLO, former file clerk, Claims Law and Real Estate.

PERCY HARRELL, former conductor, West Section, and GLENNIS BUFORD, former janitor, Plant Maintenance, have been selected carpenter apprentices, Vehicle Maintenance. Joining Vehicle Maintenance as laborers are former bus drivers CLARENCE WORKS (North Park) and JERRY HOUSTON (77th St.). New as laborers in Materials Management are UJEAN BURNETT, former conductor, and EUGENE EASON, former motorman, both from North

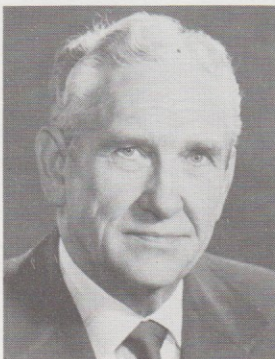
Section.

Former bus drivers DAVID HOBLIT (Kedzie) and LUIGI LOMBARDI (North Park) have been named trackmen in Plant Maintenance. In the same section LUIS VELEZ has moved from laborer to sheet metal worker apprentice, and ANTHONY SEDLAK has been reassigned from trackman to track welder.

The Treasury Department has appointed four new money handlers: former bus drivers JOHN NOGA (Archer), LONNIE VOSS Jr. (77th St.) and RILEY HOLMES (69th St.), and former collector JOHN MORNAR (Archer).

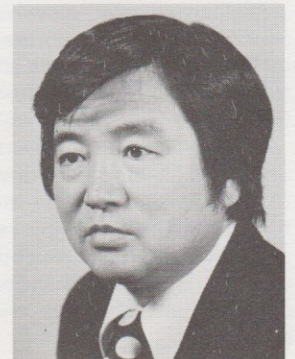
GEORGETTA GRIFFIN, former clerk-stenographer, Operations Planning, and SHARLENE WILKINS, who held the same position in Engineering, have been named utility clerks in Claims Law and Real Estate. MARTHA HALLOCK, stenographer, has moved from Public Affairs to Engineering.

DANIEL REEL, former bus driver, Forest Glen, is now balance clerk, Comptroller, while MARCELO REYES, former bus driver, North Park, has become field audit clerk, Internal Auditing. ALEX HOWARD has been reassigned from clerk to custodian of stored records in Management Services.



Long-timers at CTA and its predecessor companies will remember Warren Logelin, who has just retired as corporate vice president of AMSTED Industries after a career as one of Chicago industry's public relations leaders. Logelin's first job was in 1929 as office boy in the public relations department of the Chicago Rapid Transit Company. In a few years, he advanced to the management of public relations and advertising and, when the CTA was formed in 1947, he continued as advertising head. He joined the Chicago Association of Commerce and Industry as director of public relations in 1952.

Sok-Pong Paek has been appointed by the Chicago Transit Authority as community news representative to the Oriental news media and communities. Paek, who is 39, is a native of Seoul, South Korea, and is fluent in the Japanese language as well as Korean. He also speaks Chinese. Paek studied political science at Kook-Hak University, Seoul. From 1966 to 1975, he served as a Korean press liaison officer for the 2nd Division of the U.S. Army. He joined the CTA's Public Affairs Department two years ago. He and his wife, Oksim, and their three children live in the Uptown Community.





(CTA photos by Mike Hoffert)

A daily rider on a Lake-Dan Ryan train which has Earthon Johnson (South Section) as conductor writes: "In the 10 years I have been riding CTA, I have never come across such a polite and courteous conductor." Ms. Carol Shaw, of Forest Park, says that when Johnson calls the stops, "it is nice and loud and clear. I hope you will give him a pat on the back for being such a nice person."

The grandmother of a six-year-old boy who became lost with a companion in the Hyde Park area March 14, and made his way to the Loop on foot, wrote to thank CTA for helping the boys return home safely late that night. The grandmother, Mrs. Colleen Cherco, an employee of the University of Chicago Hospitals, said that after apparently wandering around the Loop for some time without any money, the boys got on a bus, said they were lost, and told the driver where they lived. "I have no idea who those drivers were, or even what route they sent the boys on, but your drivers, God bless them, passed those boys from bus to bus until they finally arrived--unharmred--at my daughter's house near Western and Marquette. From the bottom of our hearts, my daughter and I want to thank them."

The consideration shown by Arthur Jordan (Kedzie garage) for riders leaving McCormick Place on his Cermak Road bus prompted a letter of commendation from Mrs. Jean Hussey, of South Wood street. "He took time to tell some confused people how far he could take them on his bus and where to transfer," she writes. "He caught up with another bus and honked so the driver would wait for some of the people. It's drivers like him that make riding buses more enjoyable."



A holiday visitor from New Jersey writes to commend Joseph Zuckerman (North Park garage) for a "guided tour" of Chicago on his Sheridan Road bus. Mrs. Eve Nelson was on her way west with her daughter and had a layover between trains. "I asked this driver outside Union Station what to do. He invited us to board his bus and said his route would give us a good tour of the city. A professional guide could not have done better. He spoke with an assuredness that reflected his expertise. His remarks about his city reflected something else, too--an obvious pride in his town and his work."

Edward Alexander (North Park garage) drives the 97 Skokie bus with "outstanding courtesy and diplomacy," writes Ms. L. Marti, of Evanston. "He waited patiently for an elderly lady who was not standing at the bus stop at the time. He instructed a youth who was waiting on the wrong side of the intersection as to where he should have been--again courteously. He also showed unusual patience in explaining fare and transfer rules to a patron who spoke very rudimentary English. This driver really stands out."

Frank Poznanski (Archer garage), a driver who retired recently after 35 years of service, received a parting word of praise from Mrs. Pearl Vyborny, of South Springfield avenue. She said he should be given recognition "for his good service to the riders of his South Pulaski bus. He is a driver who can be counted on to be on time. Also, he is very courteous and helpful. During the cold winter days, waiting at the corner for an extended period of time could be a very painful experience, but when I went to catch his bus, I was never disappointed. We shall miss him and his dependability. Good luck to him in years to come."

commendation corner

Larry Pianto Jr. New Manager Of Materials Management



Appointment of Larry Pianto Jr. as CTA manager of materials management was announced by George Krambles, general manager, at the May Board meeting. Pianto, who has been deputy purchasing agent for the Chicago city government, succeeds John T. Harty who will retire Aug. 1. Harty will serve until then as special assistant for the Materials Management department.

Pianto, who is 34, joined the city's Department of Purchases, Contracts and Supplies in 1968, and served as specification engineer and chief specification engineer before becoming the Deputy Purchasing Agent. Previously, he was associated with the A.C. Nielsen Company as an electrical engineer and with the System Equipment Engineering Department of the Western Electric Company.

He is active with the National Institute of Governmental Purchasing Agents, and is president of that organization's local chapter.

A native Chicagoan, Pianto was graduated in 1970 with a B.S. degree in electrical engineering from Chicago Technical College. He has taken advanced work in a number of fields, including applied science, financial analysis, business computer techniques, and public purchasing techniques.

Pianto and his wife, Joan, have three children, Kathleen, 11, Larry, 9, and Jerry, 7.

Historic Bell Tolls For Smallest System Of 1890s

Mrs. Mildred Workman, a former Chicagoan, is shown ringing the bell she presented to the Chicago Transit Board at its May meeting. The bell was originally worn on the neck of the horse that pulled the streetcar of the late 1890s, shown below, over the 2½ mile system of the Southwest Chicago Rapid Transit Company. Mrs. Workman inherited the bell from her father, John Talbot, who was a conductor on the horse-car line.



A little known account of the smallest transit system ever to be operated in Chicago was brought to light by a visit from a former Chicagoan at the May Transit Board meeting.

The smallest transit system, organized under the prestigious name of the Southwest Chicago Rapid Transit Company, had a total asset consisting of the following: 2½ miles of track in 63rd street from Ashland to Central Park avenues in the Chicago Lawn community; a second-hand horse-drawn streetcar; four horses - with harness and accessories, including bells worn around the horses' necks to signal the approach of the car.

At night, the bells on the horses' necks also served the purpose of later-day headlights; for the only lights on the cars were kerosene lanterns for riders to scan the evening newspapers.

Today, one of those bells from the Southwest Chicago Rapid Transit Company was presented to the CTA Board. It was last used on a horse when the horsecar on the Chicago Lawn line gave way in 1899 to electric streetcars. It was presented by Mrs. Mildred Workman, now of Baldwin Park, California, whose visit at the Board meeting was prompted by her desire that this historic relic be preserved.

Mrs. Workman inherited the bell from her father, John Talbot, who served as conductor on the Chicago Lawn horsecar in the 1890s.

Historical records show that a Mr. Foley took the leadership among his neighbors in Chicago Lawn to organize the Southwest Chicago Rapid Transit Company as a cooperative venture in 1892. On March 20, 1893, the Chicago City Council authorized the community-organized company to lay the 2½ miles of rail in 63rd street. A five cent fare was charged and no transfers were issued to other routes. Two fares (a total of 10 cents) were required for a trip to the Loop.

The first improvement to transit service in the area came on March 4, 1896, when Chicago's largest streetcar operator at that time agreed to absorb the route and add more horse-cars. Then, on September 3, 1899, electric streetcars were substituted for horsecars on the 63rd street line. Talbot continued to serve as a streetcar conductor until his death in 1915.

Mrs. Workman recalls that the bell which her father brought home was used for many years by her mother to call her home for dinner. It could be heard for quite some distance, and there was no mistaking its distinctive peal, according to Mrs. Workman.

As a resident of the Chicago Lawn community, Mrs. Workman was employed as a secretary for the former National Gas & Oil company and Doyle Freight lines. She moved to California in 1956.

Bus Driver Top Student Achiever



Top achiever among junior college students in the state of Illinois is Giles B. Liddell, CTA bus driver out of Limits garage.

The annual competition is sponsored by Continental Illinois National Bank and is based on student leadership qualities as well as academic achievements. In winning the top state honor, Liddell first won the Truman College and the northern Illinois district competitions.

Liddell has a straight A average in his social studies at Truman College. He plans to major in transportation when he goes on for a four year degree.

A high school drop-out, Liddell decided to resume his education after becoming a CTA bus driver four years ago. He is married and has three children.

In his spare time, Liddell teaches karate at Truman College and at the Clarendon Park gymnasium.

CTA Apprentice Honored



Anthony Cracco, center, apprentice sheet metal worker, West Shops, was among 32 outstanding Washburne Trade School graduates recently honored at an awards dinner in the Conrad Hilton Hotel. Presenting a certificate of achievement to Cracco are George E. Tapling, left, president and business manager, Local 115, Sheet Metal Workers' Union, and Philip A. Visco, director, Washburne Trade School. The 9th annual dinner was sponsored by the Chicago Board of Education, Chicago Building Trades Council and the Building Construction Employers' Association. Besides a certificate, each honoree received a watch.

Ross Named CTA's Top Suggester



Oliver L. Ross, second from left, blacksmith-welder at South Shops, has been honored by the Chicago chapter, National Association of Suggestion Systems, as CTA's "Best Suggester of the Year" for 1976. Ross, a CTA employee for 16 years, received a \$2,190 cash award last year for designing and constructing a die to convert to usable condition damaged stainless steel bus bumpers that had previously been scrapped. Accompanying Ross to the association's luncheon were Leon Berry, left, who heads CTA's suggestion system, Joseph J. Repplinger, manager of Maintenance, and George Haenisch, supervisor of bus shops.

CTAers Take Part In Pan-Am Day



CTA dancers: Abelardo Govea and Laurie Cloonan. CTA members of the Hispanic community were prominent in a program honoring Pan American Day, April 14, representing the 151st anniversary of the founding of the International Union of American Republics. During a noontime program in the open air Plaza of the Americas, 430 North Michigan av., Latin American songs and dances were performed. A featured number was the cha-cha, danced by Abelardo Govea, design draftsman in Engineering, and Laurie Cloonan, stenographer in the Office Procedures and Budget section. The program was arranged by Elda Leal, news representative for the Latin American community in the Public Affairs department. The bust of Benito Juarez, a hero of Mexican independence, which can be seen between the dancers, was presented as a gift of the Mexican government to the City of Chicago by Francisco Acevedo-Morga, consul general of Mexico in Chicago.



CTA program arranger: Elda Leal with Pablo Aceby, consul of Bolivia, right, and Bernard Lew, consul of Panama, rear.

CTA TRANSIT NEWS

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

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IN MEMORIAM

MICHAEL AMICO, 80, Way & Struct.,
Emp. 7-27-20, Died 3-12-77

FAUST BALCARCEL, 74, South Shops,
Emp. 4-30-29, Died 3-30-77

RICHARD E. BIRMINGHAM, 90, Lawndale,
Emp. 8-20-08, Died 3-16-77

JAMES W. BRUEN, 57, North Avenue,
Emp. 2-27-43, Died 3-2-77

MABEL CARLSON, 87, Medical,
Emp. 10-27-24, Died 2-23-77

RAYMOND J. DONESKI, 69, North Park,
Emp. 6-24-42, Died 3-23-77

JAMES G. ELIOPOULOS, 81, Way & Struct.,
Emp. 6-24-27, Died 2- -77

SETH FELLER, 79, South Section,
Emp. 5-17-18, Died 3-21-77

JOHN A. FERGUSON, 95, 77th Street,
Emp. 7-21-09, Died 3-30-77

ERNEST C. FREEL, 73, District A,
Emp. 12-19-28, Died 3-28-77

BENJAMIN F. GEACH, 83, North Park,
Emp. 7-21-13, Died 3-14-77

GAETANO GIOVENO, 82, Way & Struct.,
Emp. 1-16-19, Died 3-21-77

WILLIAM HARGRAVES, 68, Forest Glen,
Emp. 1-3-47, Died 3-27-77

E.F. HAYDEN, 68, North Park,
Emp. 11-19-45, Died 3-25-77

WALTER HILL, 61, Planning Programs,
Emp. 10-22-41, Died 4-04-77

ELOF B. HOFFMAN, 67, North Section,
Emp. 10-01-42, Died 3-20-77

FRANK S. HOLZER, 71, Blue Island,
Emp. 5-11-42, Died 3-29-77

COMPRECHT HOOGSTRAAL, 86, 77th St.,
Emp. 6-22-16, Died 2-24-77

JOSEPH S. JOHNSON, 80, North Park,
Emp. 10-16-33, Died 3-12-77

HAROLD D. LEMIEUX, 72, North Avenue,
Emp. 10-16-33, Died 3-14-77

JOE MARTICH, 80, Way & Struct.,
Emp. 8-07-42, Died 2-28-77

WALTER A. NELSON, 77, 77th Street,
Emp. 3-03-23, Died 3-10-77

FRANK NERO, 83, West Shops,
Emp. 12-02-40, Died 2-16-77

ARTHUR W. NEUHAUS, 86, South Shops,
Emp. 8-18-23, Died 2-24-77

ELMER H. OLSEN, 79, North Avenue,
Emp. 12-02-22, Died 3-29-77

PETER J. O'REILLY, 75, 69th Street,
Emp. 5-12-42, Died 3-25-77

FRANK J. PIONKE, 80, Electrical,
Emp. 10-01-15, Died 3-19-77

ALBERT D. SASEK, 89, 69th Street,
Emp. 5-25-18, Died 3-11-77

CARL SCHNOOR, 74, Beverly,
Emp. 6-05-25, Died 3-07-77

LLOYD TACKETT, 59, Accounting,
Emp. 4-09-68, Died 4-04-77

JOSEPH TERC, 71, West Section,
Emp. 1-21-46, Died 3-27-77

HARRY WAHLFELDT, 85, West Shops,
Emp. 3-31-30, Died 2- -77

LEON M. WALKER, 70, Engineering,
Emp. 8-31-42, Died 3-17-77

ANTON WILHELM, 81, 77th Street,
Emp. 7-25-23, Died 3-29-77

DAVID WILLIAMS, 55, 77th Street,
Emp. 11-15-51, Died 4-1-77

Service anniversaries in May

40 years



V. Zastera
Electrical



V. J. Racanelli
Electrical

35 years

F. Crouse, Skokie Shop
F. F. Gendusa, Archer
M. Honring, North Park
J. H. Karel, Schedules
S. J. Kazak, North Park
T. W. Kill, Rail Dist. South
L. B. Kincanon, Schedules
J. G. Koclanis, Skokie Shop
J. F. Kubicki, Archer
S. J. Mazeika, Archer
F. J. Olsen, Archer
A. Pala, North Avenue
R. H. Schneider, Security
J. E. Sirvid, South Shops
J. E. Touhy, Accounting
D. J. Waters, Electrical

30 years

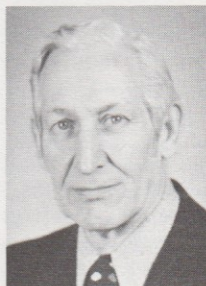
A. F. Andrusis, South Shops
J. A. Baldassari, Skokie Shop
N. A. Cinquepalmi, Maintenance
V. F. Donohue, Street Traffic
D. Drislane, Stores, Central
E. M. Dwyer, Kedzie
D. J. Griffin, Electrical
W. J. Joyce, 77th Street
J. J. Kaliszewski, Archer
J. Lacy, Maintenance
R. J. Leonhart, North Park
W. C. Liddell, Forest Glen
J. P. McEvilly, Limits
J. J. Meyers, North Avenue
A. Pfeiffer, Charter Sales
D. P. Raffin, North Avenue
C. J. Schultz, Skokie Shop
P. F. Szafranski, 69th Street
T. Szymanski, Skokie Shop
W. H. Webb, South Shops
I. Wilkins, South Shops
J. Willem, Transportation

25 years

A. W. Brown, North Park
S. Charles, Ashland/95th
W. A. Dalton, Beverly
E. J. Freeman, Maintenance
S. J. Graziano, North Avenue
G. P. Jacob, North Park
E. B. Krambule, Agents, South
N. Swopes, Kedzie

NEW PENSIONERS

JOINING THE ranks of the retired on May 1 were the two employees pictured here who had 40 or more years of transit service each with CTA and its predecessor companies.



A. V. RACKY
41 Years



J. R. WEXELBERG
40 Years

JOHN V. BARRETT, Janitor,
Forest Glen, Emp. 3-18-52
DOLORES A. BERO, Ticket Agent,
West Section, Emp. 1-04-64
LEONARD J. CALUS, Asst. Supt.,
Special Investigations, Emp. 4-11-46

EDWARD P. DEVITT, Ticket Agent,
North Section, Emp. 11-11-44
WILLARD ELLIS, Rail Janitor,
Maintenance, Emp. 10-16-45
DANNY V. GORSKI, Operator,
North Avenue, Emp. 2-08-46
ALBERT J. HYMEL, Operator,
69th Street, Emp. 3-08-51
ZIGMUNT S. KOPCZYNSKI, Switchman,
Forest Park, Emp. 8-03-50
ALYCE K. MAY, Clerk II,
Skokie Shop, Emp. 11-16-66
HENRY C. PETERSON, Bus & Truck Ldr.,
South Shops, Emp. 4-23-53
ARTHUR V. RACKY, Para Legal,
Claims Law, Emp. 2-18-36
ARTHUR P. SCHALK, Collector,
Kedzie, Emp. 9-26-40
EDWARD W. SMITH, Audit Clerk IV,
Comptroller, Emp. 11-27-44
ARTHUR A. THIEL, Operator,
North Avenue, Emp. 8-19-41
JOHN R. WEXELBERG, Dir. Internal Audit,
Comptroller, Emp. 10-28-36

DISABILITY RETIREMENTS

STEPHEN C. ALLEN, Operator,
North Park, Emp. 1-24-55
VIRGINIA R. HAMILTON, Switchboard Oper.,
Management Services, Emp. 5-05-62
PETER G. SAGRIS, Rail Janitor,
Maintenance, Emp. 11-01-65
THEODORE SUTKOWSKI, Bus & Truck Mech.,
South Shops, Emp. 8-13-47

Yard Foreman Lines Up Cars For Daily Rush



Charlie Moore directs car movements from platform, left, and from office by phone.

By Anit Leppiks

(CTA Photos by Eric Blakely)

In some respects, the job of Charlie Moore, CTA yard foreman, is like working puzzles.

The puzzles are everyday ones--and BIG, involving the fitting of as many as 86 cars onto three tracks, in specified order, at the Jefferson Park terminal.

All the cars must be ready to run the west-northwest rapid transit route at five minute intervals.

Moore is one of 16 yard foremen on Chicago's northwest side who makes sure that CTA trains, with all cars in good order, are ready to take people to and from work during the rush hour.

The analogy used above is Moore's. "To me, this job is like a puzzle in which every car is a piece," he says. "Figuring out where every car should go--and when--is pretty important to keeping the system working."

It is a recurring challenge to Moore--who has held operating jobs for 26 years at CTA, including those of conductor, motorman and bus driver.

One has to know special language in Charlie's job.

When Moore gives an order for "three way surgery," for instance, his switchmen know they will have to send the head car to one track, the middle car to another track, and the end cars to the third track.

When Moore starts his day at 0700 hours, he is already thinking about cars to 'lay up' (store) for the afternoon rush.

He stacks trains on three tracks in the yard in the order they should come out, planning which others to use as they come off the northbound line.

Some of his moves he cannot see, but must rely on switchmen to complete the movement of the cars in the yard. Other trains are split in front of Moore's eyes as he sits watching from a cubicle sized booth at the north end of the Jefferson Park platform.

Moore watches for bad order cars--those with a defect, splitting them from the rest of the train as they come into the terminal. He intercepts the crew of such trains to learn about the problem, alerts the shop, then stores the bad order cars until they can be scheduled for work.

"An experienced yard foreman is thinking about the next shift from the moment he starts laying up cars eight hours earlier," says Moore. "They don't necessarily stay in the order he plans, however, because bad orders might conflict. You are constantly laying it out and breaking it up," he says.

Moore has worked in each of the west side's four yards since qualifying as a yard foreman in 1969. He says Jefferson Park demands the most of the yard foreman because the layout is narrow due to the walls bordering the Kennedy Expressway.

Foremen at Jefferson Park can choose from only three tracks; there is no such thing as a storage track. Consequently,

every train goes in on top of the last one, which can cause confusion unless the yard foremen stay on top of the situation.

Other problems include cold weather, when the weight of the train is not enough to automatically throw switches packed with snow and ice. Sometimes it becomes a manual push and shove match with the cars.

Moore, usually warm and dry in his foreman's booth, is not immune to the outside yard work, for he is the person switchmen call when they have difficulty moving a train. Moore says he spends considerable time in the yard himself, usually on weekends, helping switchmen when there is less traffic and the work force is lower.

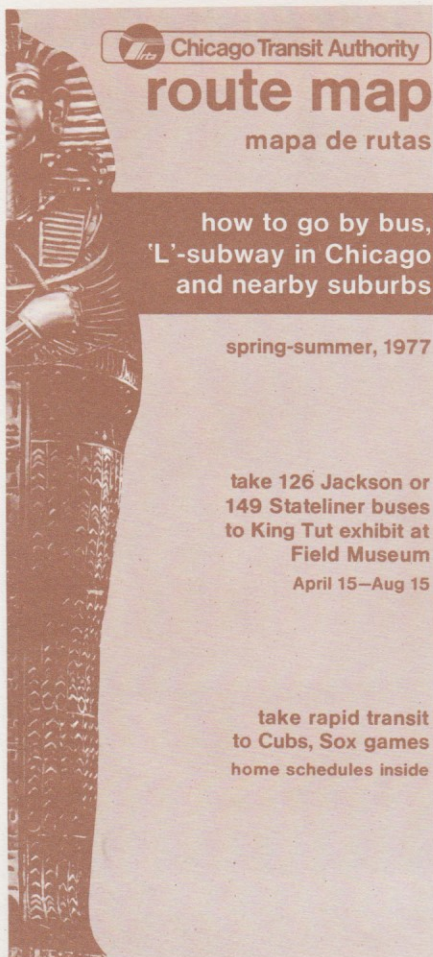
Yardwork includes climbing onto the 3½-foot-high car platform from ground level, sidestepping the electrical third rail.

In addition to his regular duties, Moore has trained other yard foremen, including CTA's first woman yard foreman, Gurtha McDonald. For these trainees, Moore says the p.m. rush period is the hardest to work.

"If they can handle the pressures then, they can do the job," he says.

Moore gets relief from the pressures by keeping up his interest in landscaping at home.

Since landscaping involves planning the placement of shrub and tree, it may not seem much of a change from the planning he does in the CTA yard. However, Moore says "at least the flowers stay put!"



Chicago Transit Authority
route map
 mapa de rutas

how to go by bus,
 'L'-subway in Chicago
 and nearby suburbs

spring-summer, 1977

take 126 Jackson or
 149 Stateliner buses
 to King Tut exhibit at
 Field Museum
 April 15-Aug 15

take rapid transit
 to Cubs, Sox games
 home schedules inside

New Map Encourages CTA Ridership To Spring-Summer Events

Latest edition of the CTA system map, recently issued, focuses special public attention on the King Tut exhibit and on Cubs and White Sox home baseball schedules, emphasizing the convenience of CTA service to the Field Museum and to Wrigley Field and Comiskey Park. The map is being distributed widely through rapid transit stations, bus garages, and through the mail by the Public Affairs department as a result of requests generated by publicity. Distribution has also been arranged through hotels,

banks, savings and loan offices, and 78 Chicago public library locations. A new feature of the map is a numerical listing of bus routes which simplified recognition of individual services in relation to the numbers now used as the dominant identification on bus signs and bus stop signs. Individuals may obtain a free copy of the map by sending a self-addressed stamped envelope to CTA Route Map, P.O. Box 3555, Chicago, IL 60654, or by stopping by Room 734 in the Merchandise Mart.

Key CTA mapmakers in action: left to right, Adele Monson, Management Services, who sets the type; Bob Heinlein, Public Affairs, who handles the planning and layout, and Bob Schageman, Operations Graphics, who does the drafting work.



Board Member Urges Women's Conference Attendance

An invitation to attend the Illinois International Women's Year Conference on the campus of Illinois State University at Normal, June 10-12, has been extended by Matilda Jakubowski, CTA Board member. Mrs. Jakubowski, who is a member of the coordinating committee for the conference, says that participants will be entitled to choose from workshops covering such subjects as finance and credit, racial and ethnic minorities, equal employment opportunities, child care and aging. Special events include a presentation on women in Illinois history; a keynote address by Bella Abzug, former U.S. representative from New York, and a film on International Women's Year. Registration is only \$2 and a pre-conference training institute for leadership may be attended for \$5. Women can obtain a special accommodation package, including meals, for \$30 by registering before May 27 with the Illinois IWY Office, P.O. Box 404, Normal IL 61761

British Parliament Group Studies CTA System

A field tour of part of the CTA transit system was conducted last month for the Parliamentary Roads Study Group, an unofficial body from both Labour and Conservative sides of the British House of Commons interested in transportation matters. CTA guides for the party of 16 were Harold Hirsch, manager of operations planning; Edward Heatter, area superintendent, rail; and William Baxa, public affairs. George Krambles, general manager, spoke to the group in the morning, emphasizing how CTA coordinates bus and rail transit. Krambles also hosted a luncheon for the group at the Lake Shore Holiday Inn. A trip to Jefferson Park enabled the party to inspect the rapid transit median strip operation, which was of special interest to the British MPs.

Public Service Honors

Joseph J. Repplinger, manager of maintenance; Donald H. Werdell, superintendent of claims operations, and Bruce Beck, bus driver of Forest Glen, were honored as finalists and certificate winners in the ninth annual Superior Public Service Awards Program. The program, climaxed by an awards luncheon May 5 in the Sheraton-Chicago Hotel, is sponsored by eight major local governments (including the CTA) in cooperation with the Chicago Association of Commerce and Industry.

CTA Salutes Polish In Parade

A CTA bus bearing the "Spirit of Chicago" destination sign and another sign hailing Chicago's Polish-Americans took part in the 96th annual Polish Constitution Day parade May 7 in the Loop.

The bus carried a group of Polish-American senior citizens over the State street parade route from Wacker drive to Van Buren street. The parade also included bands, marching units in colorful Polish costumes and 159 floats. Organizer of the parade was the Polish National Alliance.

T-

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 Water Tower Place*
 Evanston*
 Oak Brook*
 Oak Park*
 Woodfield Mall,*
 Schaumburg
 Fox Valley Center,*
 Aurora
 River Oaks Plaza,
 Calumet City
 Hawthorne Center,*
 Vernon Hills
 Cherry Vale Center,
 Rockford
 Mayfair Center,
 Wauwatosa, Wis.
 Old Orchard,
 Skokie
 Orland Square,*
 Orland Park
 Park Forest Plaza

Lytton's

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 Evergreen Park
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 Gary, Ind.
 Golf Mill,
 Niles
 Old Orchard,
 Skokie
 River Oaks,
 Calumet City
 Woodfield Mall,
 Schaumburg
 Hawthorne Center,
 Vernon Hills
 Fox Valley,
 Aurora
 Deerbrook,
 Deerfield
 Orland Square,
 Orland Park
 Oak Park
 Aurora
 Park Forest

The O'Harexpress T-shirt is printed in a colorful red and carries attractive pictures of a CTA bus and a jet plane. Mary Moss Buck, shown at right, introduced the O'Harexpress T-shirt at the April CTA Board meeting.



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 2921 North Broadway
 Uno's Ltd.
 1517 North Wells Street

*Children's Sizes Also

†Children's Sizes Only

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P. O. Box 3555, Chicago, Illinois 60654

Address Correction Requested



Geri Roslonski, Edmund Wilson and Vanessa Brown, sales representatives of Lytton's, introduce CTA's new T-shirts at Merchandise Mart Plaza on Board meeting day.

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