

PERU'S GOLDEN TREASURES:

Magnificent New Exhibit In The Field Museum

An unusual exhibition of rare pre-Columbian gold-work from Peru will be featured at Chicago's Field Museum just six months after the departure of Tutankhamun.

The new exhibit--Peru's Golden Treasures--opens Feb. 16 and will continue through May 21.

The collection is the largest of its kind ever shown in the United States, and comes to Chicago directly from its debut in New York City.

Peru's treasures are significant far beyond their beauty and the value of gold. They are remnants of little-known civilizations which flourished through two millenia before the Spanish conquest. No native written records exist. But each object is proof of a highly sophisticated goldworking tradition.

skill and imagination

The artifacts reveal a knowledge of hammering and embossing; of molding and sheathing; soldering and welding--advanced techniques applied by master craftsmen to the abundant gold of Peru. The gold is worked with skill and imagination, sometimes even a touch of whimsy. Fortunately, these splendid examples survived the Spanish plunder of 1532 and the centuries of systematic grave-looting which followed.

The exhibit consists of a variety of gold objects used by the pre-Columbian ruling classes. In pre-Hispanic Peru, gold represented status and power. Unlike the Spanish custom, gold was never converted into money. Accountancy was a matter of knots tied into color-coded string.

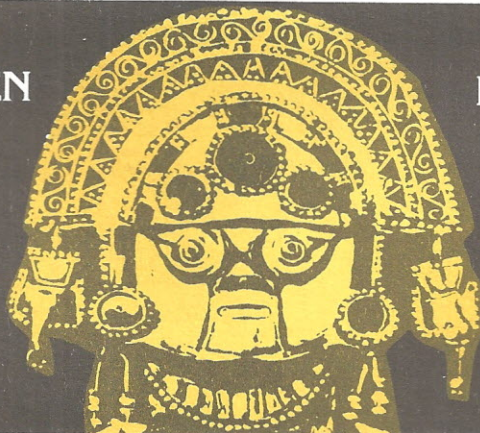
Among the appealing gold pieces in the collection are necklaces, shawl pins, ear spools, beakers, a child's boots and tiny sculpted figures, as well as impressive gold mummy masks and gloves.

(Continued Page 2)



These life-size golden gloves were probably mounted over the hands and arms of a Chimu king at the time of his death.

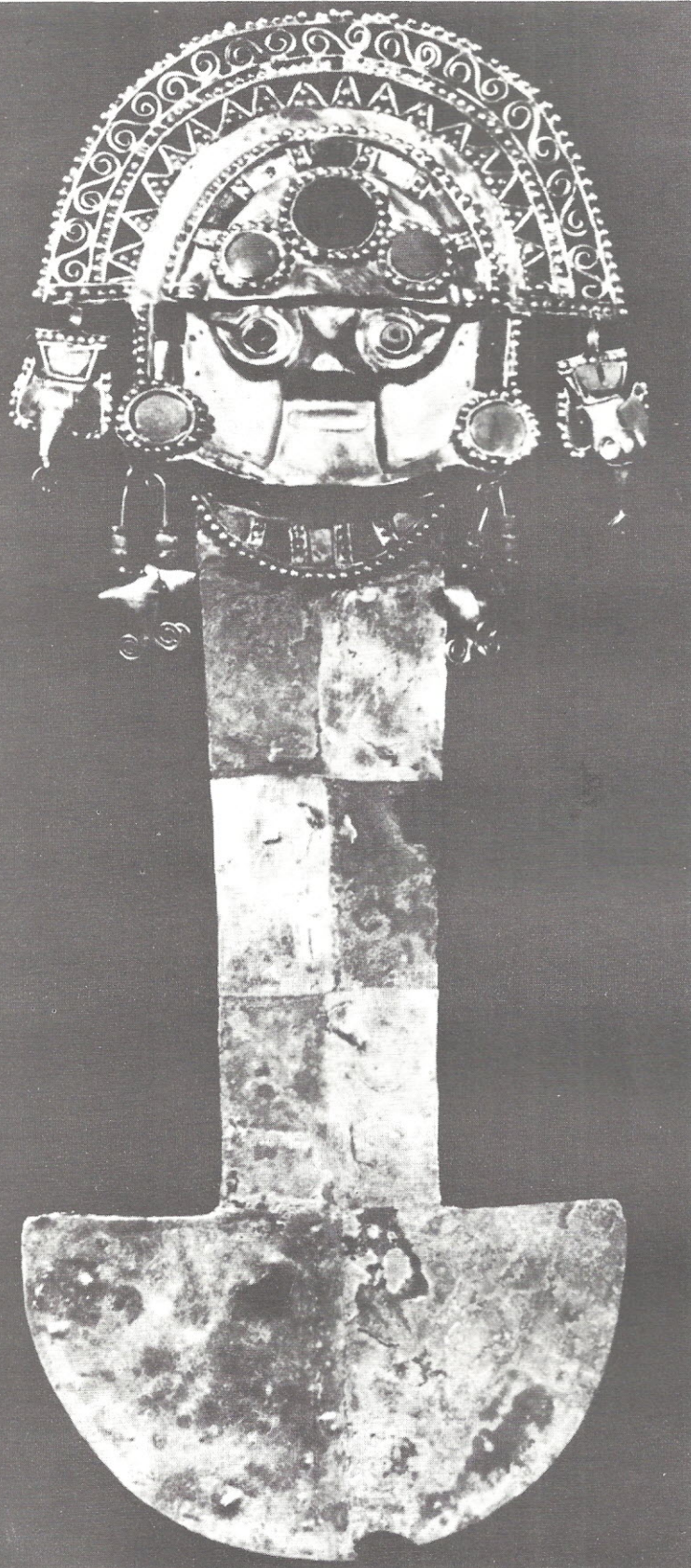
PERU'S GOLDEN
TREASURES



FIELD MUSEUM
FEB. 16 - MAY 21

OPEN 9:00 A.M. DAILY

TAKE THE CTA:
126 JACKSON
EVERY DAY
149 STATELINER
MONDAY-FRIDAY



This ceremonial knife has a blade and shaft of silver, alternating sections of which are overlaid with gold foil to create a checkerboard effect.

Most of the gold--220 magnificent pieces--is on loan from the Museo Oro del Peru in Lima. In addition, there are more than 50 antiquities from Field Museum's own South American collection, and others, including a set of rare metal-working tools, from the Peabody Museum at Harvard University.

The treasures cover a span of 2000 years. They represent the art of five civilizations: Inca (1300-1532 A.D.); Chimu (800-1470 A.D.); Moche (100 B.C.-700 A.D.); Nazca (200 B.C.-700 A.D.), and Vicus (200 B.C.-400 A.D.).

"We know much of the meaning of precious metals to the Inca," explains Dr. Michael Moseley, the Field Museum's Associate Curator of Middle and South American Archeology. "Gold was symbolic of the sun, and silver of the moon. Only individuals of royal blood--the 'children of the sun'--could legitimately possess objects fashioned from gold. Precious metals decorated palaces and their ornamental gardens. As a sun symbol, gold adorned the elite and was buried with them."

life in prehistoric Peru

By way of introduction to Peru's Golden Treasures, the Field Museum has arranged a display based on the illustrated chronicles of Guaman Poma, an Indian who lived shortly after the Spanish conquest. The entry area captures life in prehistoric Peru, and includes sections on women and weaving, warfare, domestic animals and pets, and metal-working.

From the entrance, visitors will proceed to the main section of the exhibition, where the gold of Peru is presented chronologically according to the five ancient cultures. It begins with the earliest civilization, the Vicus (200 B.C. to 400 A.D.) and moves forward in time.

The Vicus people lived near the border of Ecuador. Vicus gold is elegant in its simplicity. Sheets of gold were cut into basic forms and decorated with impressed and embossed designs. Lines were abstract or geometric, but animal forms frequently appear. Fascinating exhibit items from this period include embossed nose ornaments, often so large that they cover the mouth.

fanciful figures

A later civilization, the Nazca (200 B.C. to 700 A.D.), dwelt in a south coastal area. Theirs was a style of delicate cut-metal sheets and fanciful figures. Sheet-gold birds or bats with antennae are represented. Also a mask of vibrant lightness, its borders extended in the shape of serpents. A domed helmet made from bent reeds and covered with gold foil is a highlight of the collection.

The Moche (100 B.C. to 700 A.D.), a north-Peruvian people, were contemporaries of the Nazca. Moche goldwork is three-dimensional in feeling. Metallurgists shaped and combined multiple sheets of gold, sometimes adding bangles to catch the light. Peru's treasures include several Moche tweezers thought to



One of several pieces of jewelry in the exhibit, this necklace is strung with hollow gold beads.

have been worn as pendants attached to necklaces. Some of the tweezers may have been used by noblemen to pluck facial hairs.

A spectacular golden accessory is a pouch in the shape of a puma. Two-headed serpents are embossed on the flat body of the pouch. The pouch head is three-dimensional, probably fashioned over a mold. This nobleman's bag is thought to have held coca leaves.

goldwork of Chimu culture

From the Chimu culture (800 to 1470 A.D.) comes the most extensive group of goldwork in the exhibit. The Chimu lived in north coastal river valleys. Their capital was Chan Chan, where Chimu leaders built enormous compounds with burial chambers.

Golden objects from Chimu tombs offer a special insight into early Peruvian mortuary art and ritual. The exhibit shows large, gilded masks which were sewn onto mummy bundles to represent faces. The eyes of the masks have upturned outer corners, typical of the style of goldwork from sites in the Lambayeque Valley north of Chan Chan.

There is also a pair of golden Chimu burial gloves. They are extraordinary works of art. Each finger, with its silver fingernail, and the hand and the arm were formed separately, and then assembled with golden tabs.

golden beakers and crowns

Other Chimu objects include gold beakers, probably meant to hold chicha, a maize beer; a litter backrest inlaid with turquoise and gold; golden crowns, and



This Chimu beaker, in the shape of a human leg and foot, is constructed of three pieces of gold and two pieces of silver.

tumis, elaborate ceremonial knives.

Chimu goldsmiths were renowned throughout Peru for their skill and productivity. When the Inca conquered their kingdom, Chimor, Chimu artisans were taken to Cuzco to work for the Inca state.

The brilliant techniques of the Chimu are thought to have resulted in the great golden suns and large golden sheets which enhanced Inca temples and in the Inca gardens of gold described in sixteenth century chronicles. Most of this priceless art went into Spanish cauldrons.

Despite the conquistadors' determination to turn goldwork into bullion, a few objects have survived from the Inca period (1300 to 1532 A.D.).

from caves and shrines

Small figurines, representing people for whom prayers were offered, were frequently left in out-of-

(Continued Page 4)



Made of thin sheet gold, this Nazca mummy mask is delicately cut in the form of a stylized human head surrounded by serpents.

the-way caves or other natural shrines. Three of these golden miniatures appear in the exhibit. One, wearing a crown or hat, was fashioned with a long ear lobe. It indicates the importance of ear spools in pre-Hispanic Peru. Persons of status had their ears pierced and stretched to accommodate enormous ornaments. The Spaniards referred to such people as orejones, or long ears. An assortment of ear spools, many intricately inlaid, appear in the Chimú section of the exhibit.

Other Inca items include a pair of wrist guards and a three-dimensional gold llama. As common sacrifices, llamas were often portrayed in Inca figurines.

Admission and Hours

There is no special admission fee to the Peru's Golden Treasures exhibit, but there is a general admission fee to the Field Museum. Admission for adults is \$1.50; for children (6 to 17), 50¢; children under six are admitted free. Admission for a family (parents and children) is \$3.50; for students with IDs, 50¢; for persons more than 65 years of age, 35¢. Admission to the museum is free on Fridays. Museum members and their families are admitted free every day.

Museum hours during the exhibit are 9 a.m. to 5 p.m. every day except Friday, and 9 a.m. to 9 p.m. on Fridays.

It's A Boy!

CTA's First New Year's Baby

Enrique Quintanar: Born 0630 hours, Jan. 1, 1978,
in Gottlieb Memorial Hospital,
Melrose Park. Weight at birth:
9 pounds 2 ounces.

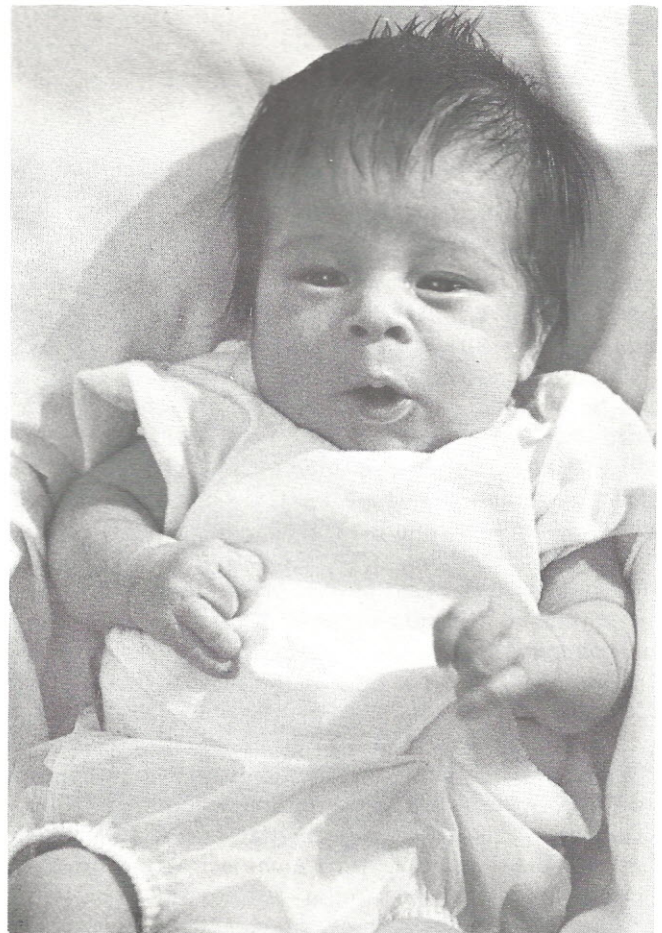
Mother: Maria, a CTA assignment agent for last two
years. Joined CTA in November, 1972, as a
ticket agent.

Father: Enrique, an independent truck driver.

Sister: Valerie, 9.

Brother: Kenneth, 11.

Family Home: Chicago Northwest Side



New 6-Year Modernization Program

Chicago

Plans for carrying forward the CTA's modernization program during the next six years at a cost of more than \$500 million were disclosed early in January when the CTA Board adopted the operating and capital improvement budgets for 1978.

Aimed at providing greater convenience, comfort and safety for CTA riders, the new six-year program calls for the acquisition of 600 new rapid transit cars and 600 buses, major expansion of the communications systems, more bus stop shelters, modernization of stations, and many other projects.

George Krambles, CTA Executive Director, explained that 80 percent of the cost of the new six-year improvement program would be funded by the federal government through the Urban Mass Transportation Administration, 13 percent by the Illinois Department of Transportation, and 7 percent by the RTA.

"In developing this program, we recognized CTA's most important needs and our ability to accomplish the work with minimal disruption to service," said Krambles. "The CTA program also takes into account that we and other carriers must share the limited capital grants available to the Chicago area.

"One of our most important objectives is to modernize and augment our communications systems," said Krambles. "These improvements are needed for greater efficiency in operations, for expanding our means for instant contact with the police and fire departments, and for immediate communication with our riders during their trips."

One of the top priority projects for the 1978 phase of the CTA's improvement program is engineering work for a new two-way radio system in the subways. This system will give the CTA and the police and fire departments radio communications in the subways for the first time. Installation of the system is expected to begin in 1979.

Already planned for 1978 is a project for equipping all rapid transit operating personnel with two-way radios for above-ground operation of trains.

Also on the 1978 program is a project for completing the installation of two-way radios, silent emergency alarms and automatic bus-locator equipment on all of the CTA's buses. Such equipment now has been installed on 2,170 buses, and by early summer all of the CTA's 2,400 buses are to have this equipment.

Another communications project scheduled for 1978 is engineering work for a modern public address system for the platforms of rapid transit stations. The installation of the platform speaker system would begin in 1979.

Other highlights of the 1978 capital improvement program are:



James J. McDonough
Chairman



Edward F. Brabec
Vice Chairman

- * Delivery of a remaining 100 air-conditioned rapid transit cars of a current order of 200 cars being built by the Boeing Vertol Company.

- * The placing of an order for 300 more modern rapid transit cars as the first part of the 600 cars to be ordered under the six-year program.

- * Completion of the \$5.5-million new terminal facility for the Eisenhower rapid transit route at Desplaines avenue, Forest Park. This will be one of the first stations to have an elevator, in an effort by the CTA to make its system, wherever possible, more accessible to handicapped riders and the elderly.

- * Construction starts for new elevated stations to replace the old Loyola and Granville stations on the North "L" route and the Western station on the Ravenswood route. These new stations also will have elevators, as well as escalators. Early in January, the CTA Board also awarded contracts for modernizing the Davis elevated station in Evanston and for providing modern fluorescent lighting, windscreens and infra-red heaters at the Foster and Noyes stations in Evanston.

- * The erection of 100 to 150 more bus stop shelters. These will be in addition to 200 shelters erected in the last two years by the CTA and 70 shelters by the Chicago city government.

- * Delivery of 20 specially built buses as part of an experimental program with the Chicago city government for providing special service for elderly and handicapped riders.

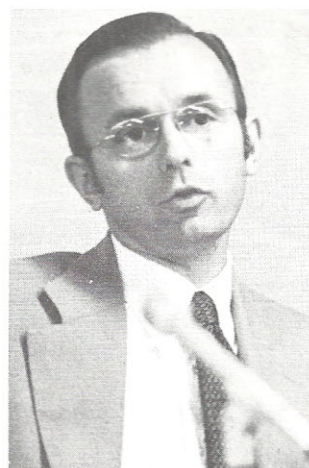
- * The start of delivery on an order of 20 articulated buses (two-section buses which bend in the middle) for an experimental program on heavily traveled CTA routes.

Other projects for 1978 include engineering and construction starts for nine rapid transit bridges, the renewal of eight grade crossings on the Skokie Swift, Ravenswood and Douglas rapid transit routes, com-

Transit Board Members



Donald J. Walsh



Lawrence G. Sucs



Mathilda Jakubowski



Ernie Banks

pletion of a new fueling facility at the 77th street bus garage, engineering work for a new garage to replace the Kedzie garage at Van Buren street and Kedzie avenue, and continued track and structural renewal work on various parts of the rapid transit right-of-way.

For operating expenses in 1978, the CTA Board approved a budget totaling \$357,430,000. An increase of 8 per cent over a 1977 operating budget of \$330,276,000 was attributed to continuing inflation.

"Were it possible to escape the force of inflation, the CTA would be able to hold its costs in 1978 at the same level as in 1977," explained Krambles.

Paul Kole, CTA General Finance Manager, pointed out that 94.1 per cent of the 1978 budget of \$357,430,000 is for operating and maintenance activities.

"This percentage includes 64.5 per cent for operating the CTA's 2,400 buses on 137 routes providing 83,625,000 miles of revenue service for the year and for operating 1,100 rail cars providing 49,475,000 miles of revenue service with approximately 2,450 train departures on weekdays," he said.

Kole pointed out that 29.6 per cent of the operating budget is for keeping the CTA buses and trains in good operating order and for maintaining other facilities.

The anticipated system-generated revenue and supplemental funding required through the Regional Transportation Authority to cover 1978 operating expenses are set forth in the budget as follows:

- * System-generated revenues are expected to total \$205,449,000, of which \$199,549,000 represents fare collections and reimbursement for fare differentials in connection with reduced fare programs for elderly, handicapped and student riders.

- * The public funding requirement through the Regional Transportation Authority is estimated at \$151,981,000, to help cover operating expenses. In addition,

the CTA budget proposes requests to the RTA for \$1,194,000 for interest payments on CTA revenue bonds and \$300,000 for unanticipated emergency capital improvement expenditures.

Kole explained that while the CTA will need more assistance through the RTA to meet higher costs caused by inflation, the CTA's percentage of public funding still will be much lower than the percentages of public assistance afforded other major public transportation systems in the country.

The CTA budget also proposes a request to the RTA for \$14,201,000 to help retire a balance of \$20,601,000 due to be paid on July 1, 1978, on Series 1947 revenue bonds. The \$14,201,000 from the RTA would be used with a reserve fund of \$6,400,000 to pay the \$20,601,000 balance.

Krambles explained that the CTA, without using any public funds, was started in 1947 by the sale of \$105 million in revenue bonds.

"These bond proceeds paid for the underlying streetcar and rapid transit system properties, representing most of today's system, which has a replacement value now of over \$3.5 billion," said Krambles.

"Grants received from the State of Illinois in 1971 and 1972 were used to retire over \$12 million of the 1947 Series bonds," he said. "Since 1974, RTA also has helped by providing about \$3 million for paying interest on CTA bonds. However, by far the largest source of funds to pay both principal and interest came from the fares of CTA riders, amounting to more than \$146 million.

"These original bonds were issued for a term of 30 years, which means that the remaining bonds outstanding mature on July 1, 1978," said Krambles. "Accordingly, our budget recommends that the Chicago Transit Board request the RTA for an amount which, together with our present reserve fund, would retire the bonds."

Many CTA Employees Respond in Ryan Emergency

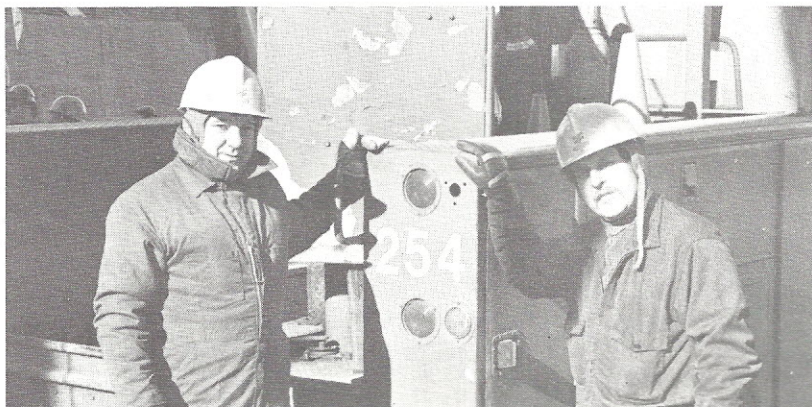
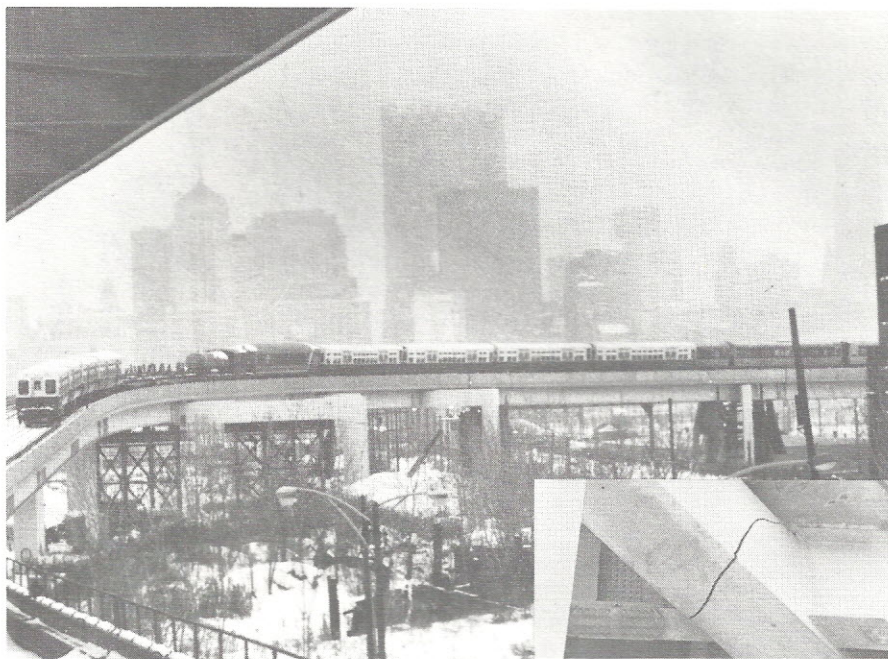
The immediate willingness of CTA employees to help out regardless of hours and weather conditions was demonstrated dramatically during the week and a half (Jan. 4 to 14) of the emergency on the Dan Ryan elevated connector.

That was the time when service was suspended on the Ryan "L" connector near 18th and Clark streets while the structure was being shored up after cracks were discovered in three cross beams. (See back cover)

For the emergency work on the structure, engineers and crews of ironworkers and other employees worked on a 'round-the-clock schedule with city employees under the direction of the Chicago Public Works Department.

Many other CTA employees also worked at elevated and subway stations and at key transfer points to direct CTA riders in taking alternate routes of travel. Others were busy in shops and at other locations.

This photo story, with a listing of many of the CTA employees who responded, is intended to illustrate the types of duties during the emergency.



ABOVE: Sigmund Kraska, left, and Walter Marszalek, CTA ironworker inspectors, were the first on the scene to verify report of cracked beam. LEFT: George Millonas, Joe Replinger, James McDonough, and Harold Geissenheimer. RIGHT: Stan Kaderbeck, Wally Gaedtke, and Ron Rolsing.



POWER & WAY

Ronald Swindell
Walter Moore
Ted Szewc
Patrick McCarthy
Robert Stavinga
Sigmund Dobosiewicz
James Johnson

TECHNICAL SERVICES

George Millonas

Walter Gaedtke
Paul Swanson
Martin Engstrom
Mark Tushinski
Stanley Kaderbeck

ENGINEERING

Thomas Wolgemuth
Ronald Rolsing
Dennis Penepacker

IRONWORKERS

William Strozewski
Sigmund Kraska
James Breslin
James Kilroy
William Kenny
Benard Wardlow
Windel Krogh
Samuel Rudman
Barty Greco
Harry Paolicchi

Frank Rollberg
Anthony Mayhan
Wallace Davison
William Coppolillo
Roger Becker
Nick Gallo
Alexander Antonczak
Nick Cinquepalmi
Kenneth Peterson
Isaiah Jackson
Carlos Diaz

Edward Bailey
Harry Stangel
Donald Protsman
Michael Carolan
Edward Laski
Theodore Cord
John Schultz
Mathew Kuzniar
Bernard Keller
Alfred Peters
Paul Negri



Marty Engstrom and Paul Swanson.



Tom McKeon, Pat McCarthy, and O. W. Johnson.



Tom Wolgemuth being interviewed by Gene Randall, NBC-TV.



George Frailey and Ed Tobin.



Ironworkers preparing support structure.

John Grady
James Simpson
John Kelly
John Durkin
Joseph Gardiner
Frank Tadin
Lamar Jennings
Thomas Gardiner
James McKee
Joseph White
Alfonze Mora

Kenneth Paetsch
Samuel Oliveri
Nick Mitchell
Alexander McCann
James McMahon
Richard DeFay
Anthony Flores
Frank Snee
Noel McNamara
Michael Jamison

**STEEL FABRICATION
SHOP**
Richard Salinas
Frank Montefalco
Marion Milos
John Rebacz
John Maros
Neil Zoko
Noble Broughton
Jerry Stopa
Louis Zoko

Steven Kinchus
Stanley Nedvar
Louis Martin
Robert Galarza
Joseph Fiszer
Thomas Stepp

CRANEMEN
Joseph Lacy
George Frailey
Albert Meeks

James Simpson

TRACKMEN
Nick Bitsiaras
Phillip Eggleston
Jorge Luna
Philip Quinn
Guillermo Reyes
Matteo Puccio
Johnny Ray
Arthur Palmer

Ryan Emergency



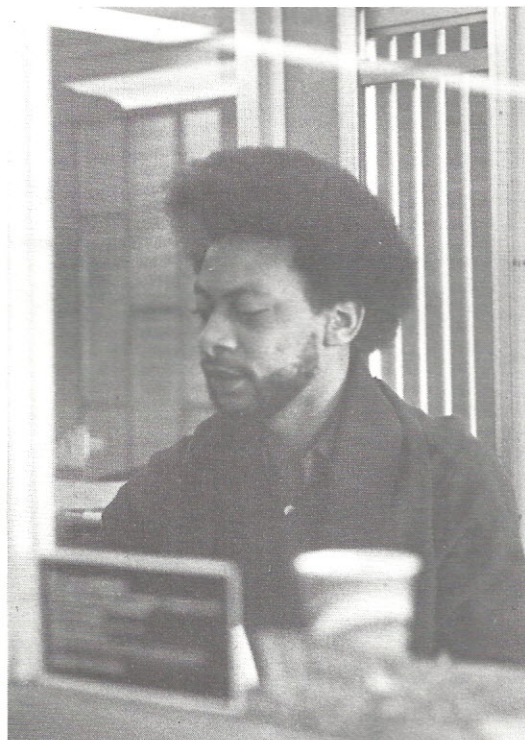
Denise Ross, ticket agent at 63rd & Dan Ryan.



Jane Ciolino, ticket agent, and W. E. Rye, District A supervisor, at Harvard station.



George Clark, District A supervisor, and Sgt. Charles Berglund at 63rd & Dan Ryan.



Mike Owens, ticket agent, 35th and North-South.

LINEMEN

Ronald Nelson
John O'Shea
Karl Sloomans
Heinrich Laurich
Joseph Cirino
Sandor Boszko
Raymond Sunoh
William Marose
Dennis Griffin
Charles Connor

Walter Drobena
Patrick Griffin
Charles Kass
James Andriacchi
James Durr

HELPERS

Ronald Czuylo
Robert McCarthy
Jimmie Beatty
Henry Ware

Michael Fitzpatrick
Timothy O'Connor
Richard McCallister
Ralph Hodges
Louis Buban

LABORERS

Ralph DeMaria
Charlie Toussas
Earl Stazak
Sam Holt

James Moser
David Steventon
Bozo Dukic
Nick Kakavas
John Pettigrew
Joseph Harris
Jasper Pollizze
Bobby Johnson
Harris Herring
James Barnes
Edward Richardson

Preston Brown
George Jones
Carson Graves
Robert Barnes
Thomas Green
Leveil Nichols
Ray McGovern
Robert Boness
Benny Costa
Vito Catalano
Edward Bourne



Christine Evans, ticket agent at 35th & Dan Ryan.



James O'Conner, Art Williams, and Al Hubbard, supervisors at 35th & Dan Ryan.



Howard Freeman, District B supervisor, at 35th & North-South.



Jim Pankonen checking the test train.

Frank Sierra
Gene Reid
Bill Vrtlar
Lawrence Girlich
John Wendell

CARPENTERS
Joseph Washington
Nick Sipich
Vern Knight
Carl Schmook

Paul Jones
John O'Connor
Mitch Jedynak
Burt Hill
Louis Tokarski
Joseph Browne
Walter Anderson
Walter Felkowski
George Faure
Gene Poduch

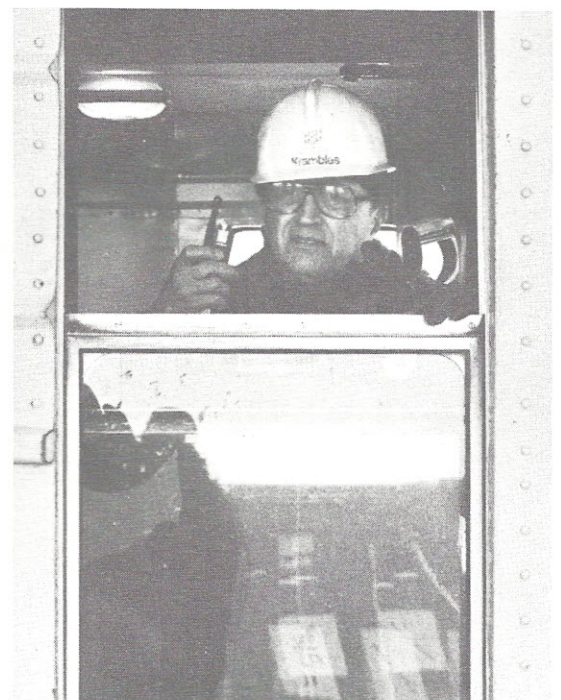
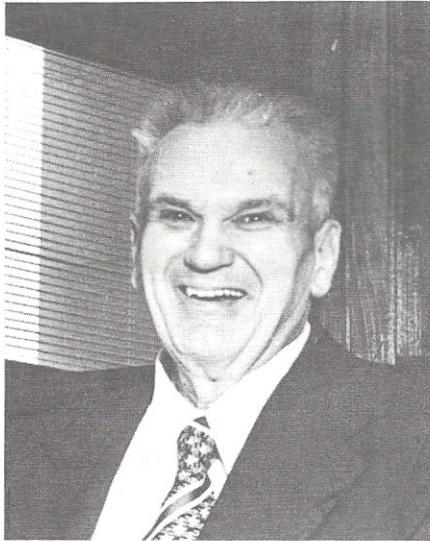
MACHINISTS
Zdnek Ulrich
Donald Crigler
Patrick Marzullo
Jon Echardt
Erich Ruff

UTILITY
DEPARTMENT
James Roche
Oliver Johnson

Thomas McKeon
William Baldyga
James Beauford
Ronald Bliss
Melvin Bond
Daniel Bowen
Richard Brady
Gary Butler
John Cichorski
William Crigler
John Curran

Freddie Daniels
Michael Dorgan
William Downs
Sidney Edwards
Willie Fultz
Bernard Gilmore
Thomas Godfrey
Frank Goodrich
Daniel Gordon
Bernard Hack
Otha Hall

Ryan Emergency



TOP LEFT: Edward Heatter, Superintendent of Rail Service, drove the second test train.

TOP: Michael LaVelle, Director of Transportation Service and motorman of the first test train, being interviewed by Carrie Cochran, Channel 2 reporter.

LEFT: Chairman McDonough and Marshall Suloway, Chicago Public Works Commissioner, explain testing procedure to Mayor and Mrs. Bilandic, who rode the train after the testing.

ABOVE: George Krambles, Executive Director, was the motorman when Mayor and Mrs. Bilandic rode.

Lutenant Hare
Harry Harris
Myrtha Hayes
Joe Hill
Charles Hollingsworth
George Isdale
Quinton James
Louis Johnson
Oscar Johnson

Robert Jones
George Kacmarek
Michael Kelly
Robert Koster
Edward Kuberski
Patrick Lafferty
Ben Longinotti
Stanley Lupina
David Manning

Howard McMillan
Ronald Mendyk
Stanley Michalec
John Miller
James Moore
Henry Mosely
Anthony Mustacchio
John O'Keefe
Calvin Oldham

Odell Owens
James Paulson
Ralph Peluso
Robert Poellnitz
Fred Ramos
Joseph Riccardo
Charles Riley
James Sheldon
Howard Surret

Jack Thompson
Mitchell Thornton
Jesse Tucker
Francis VanGeenen
Willie Walton
Herman Woods
John Woods
A. C. Works
Frank Zbrowskewich



Visit By Samuel Insull, Jr.

George Krambles, CTA Executive Director, shows new Control Center to Samuel Insull Jr., retired executive of electric railway and utility companies. Mr. Insull, whose father was prominent in the development of the electric utility industry, was accompanied on his visit to the CTA headquarters by Naval Commander William D. Middleton (left rear), a railroad historian and public works officer currently assigned to the Marine Corps, and Norman Carlson, an audit manager with Arthur Andersen & Co. and vice president and treasurer of the Central Electric Railfans' Association.



Motorman O'Hare Honored

Edward J. O'Hare, a CTA motorman, South Section, was presented with the Chicago Medal of Merit by Mayor Bilandic at a City Council meeting on Jan. 17 for heroism in helping to rescue a man from a burning automobile. O'Hare was one of four men honored for rescuing passengers of four cars involved in a crash on Dec. 30 at 63rd street and Ashland avenue. This citation stated that O'Hare responded to "cries of help despite the flames and warnings from spectators to stay away." O'Hare, a native of County Down, Ireland, has been a CTA motorman for 19 years.



Best Wishes To Bruno Gorski

Michael LaVelle, Director of Transportation Service, presents valedictory card to Bruno F. Gorski, rail controller, who retired Jan. 18 after 31 years service. With him at the re-

ception in the Control Center were his wife, Stella, and daughter, Linda. At left is Edward Heatter, Superintendent of Rail Service.

New Promotions



C. L. Wiksten

Charles L. Wiksten, former signal engineer with the Milwaukee Road and previously a CTA signal employee for 20 years, has been appointed director, Signals and Communications Design, Engineering.

Before joining the Milwaukee Road in 1975, Wiksten worked for DeLeuw Cather & Company, consulting engineers. He started with CTA as a signal draftsman in 1952 and was named signal superintendent in 1965. He and his wife Carol live in Homewood.

In other job reassignments, Vantane Gosrisirikul, former accountant, Grant Reporting, Financial Services, has become unit supervisor in the same section. Thomas J. Smith has moved from unit supervisor, System Instruction, to unit supervisor, Office Procedures and Budget, Maintenance.

Four new principal applications designers have been named from within the Datacenter: Thomas Boldt, Robert Bratek and Marlene Trock, all former programmers, and Arlene Jenny, former applications analyst.

James H. Walsh, former assistant superintendent, Transportation-Personnel, has been selected labor relations representative, Labor Relations. Jon H. Roth has moved from planner to project planner, Operations Planning, and, in Engineering, Arlyn

Woodcox has been reassigned from signal designer to signal designer II.

Eight new relief foremen have been selected by the Maintenance Department. Now serving at 69th Street are former bus repairers Ducis Rodrigue (Limits) and Martin A. Tarvid (Beverly). Former bus repairers at North Avenue and their new assignments are Paxton Knopsnyder (North Avenue); James E. Bork (North Park), and Rodney V. Lance (Kedzie). Larry A. Vine, former bus driver, Forest Glen, has remained in the same station as relief foreman, as has Michael O'Connor, former resident instructor, 77th Street. Emmett O'Donnell, former bus repairer, Forest Glen, is now relief foreman at Limits.

New as service truck chauffeurs, Utility, are former bus repairers Daniel Murphy (Limits) and David Pikunas (North Avenue), and former bus serviceman Donald Jarmus (North Avenue). Named car repairmen, Maintenance, were Philip Bosi (61st Street), former conductor, West Section, and Richard Urban (South Pool), former bus driver, Forest Glen.

Now serving as machinist apprentices, Skokie Shop, are Ignacio Gallegos, former bus driver, North Park, and James Mutnansky, former bus repairer, Beverly. Reginald Ramsey, former conductor, West Section, has become laborer, Materials Management-Stores. Also new in Materials Management is utility clerk Martha Morales, former clerk-typist, Human Resources.

In Human Resources-Employment & Placement, John E. Cannon has been reassigned from personnel research clerk I to personnel research clerk II, and Maria Bastidas has moved from clerk-typist to clerk I. Joseph J. Kovatz, former bus driver, 69th Street, has been appointed vacation relief money handler, Treasury.

Juanita Fields, former ticket agent, West Section, has become office equipment clerk, Management Services. In Maintenance, Jack Robinson, former bus serviceman, North Park, has been named unit exchange clerk.

CTA TRANSIT NEWS

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

Distributed free of charge to all active and retired CTA employees. Annual subscription price to others, \$2. CTA TRANSIT NEWS, Room 734, Merchandise Mart Plaza, P. O. Box 3555, Chicago, Illinois 60654.

Curtis E. Rogers (North Park garage) was called "an exceptional employee" by Helen Florczyk, of Berenice avenue. "I have an arthritic problem that leaves me almost unable to walk at times, and the stop at North avenue where I transferred to his Damen avenue bus was crowded. While everyone else was shouting, 'Come on lady, hurry up!' he smiled, greeted me cheerfully, and waited patiently. He was so very sweet and had a kind, cheerful word for everyone who either got on or off. He made my day worth living."



Donald Mayer, driver of a South Cicero bus (Archer garage), impressed Elizabeth Ciganek, of Augusta boulevard, with his courtesy and alertness. "He requested the fare from a passenger who entered the bus through the rear door. He also stopped the bus when he noticed someone was smoking, and requested that he stop or get off the bus. The smoking stopped. This driver is a credit to your organization. I wish you had more like him."

commendation corner

Marvin C. Kelsey, conductor, West Section, was commended by Gertrude E. Dunne, of Oak Park. "I am an elderly, arthritic woman who sometimes has difficulty getting about. The conductor saw this and held the train until I was able to board at the Oak Park-Garfield station. In addition to his kind assistance to me, he called out every station and gave further information about certain stops, such as the Medical Center, Post Office, etc. I felt you should know about the type of service he is giving CTA riders."

####

William J. Long (North Park garage) was praised by Mary Skaggs, of Lexington street, for being "very kind and a real human being. I was visiting up on the North side, and was waiting for an Addison bus. It was an awful day. I was really freezing and had a couple of my kids with me. They were crying and carrying on, but the bus driver waited and helped me on the bus with the kids. He called out all the stops and was polite to all the passengers, though the traffic was very hazardous and some of the questions were sure nutty."

####

Eugene Banks, driver of a South Western bus (Beverly garage), was complimented by Mrs. H. L. Frank, of West 109th place, for being "one of the most polite, cheery, happy drivers I have ridden with in a very long time. Because of the snow, it was hard boarding the buses, but he pulled over to the curb to make it easier. He called out each street loud and clear and waited at connecting streets to see if anyone was getting off other buses. He was such a happy

driver I would have liked to ride farther."

####

Willie Mae Gardiner, driver of a Jeffery Express bus (52nd Street garage), was appreciated by Buford Rawls, of Chappel avenue, a retired CTA streetcar motorman and bus driver. "It was extremely heartening listening to other passengers commenting on how superbly this young lady was driving the bus. You see, this was not an ordinary day. The streets were slippery and traffic was heavy, but she handled the bus above and beyond the average."

####

Gladys Hernandez (Limits garage) was warmly commended by Mrs. C. D. Drake, of Lincoln Park West, for persuading people to move to the rear of her crowded Wilson/Michigan bus one very cold morning. "When they didn't move after she asked, she really raised h--- in a delightful Spanish accent. She said there were others out there and everyone should make an effort to move back. Some people smiled and laughed, but move they did, allowing at least another six people to get on. She was a careful driver, and was concerned about her passengers. It was a pleasure to be on her bus."

####

Daniel L. Rogers, who drives a Drexel/Hyde Park bus (52nd Street garage), has an admirer in Dorothy L. Collins, of Oglesby avenue. "I try to ride the same bus every day because of the wonderful driver. He is so courteous and considerate. I notice he never passes up waiting passengers. He pulls the bus to the curb and doesn't let it splash people with water on bad days. He also answers all questions asked of him."

Favorite Vacations

In this month's survey by TRANSIT NEWS of life-styles, CTAers were asked to tell about their favorite vacations.

Eric Blakely, photographer, Administrative Services:

"Visiting our son, Stephen, in Germany last year was the best vacation my wife, Evelyn, and I had. Our son is an Army staff sergeant stationed in Germany near Mainz. He took us on tour of the famous places along the Rhine river. I especially enjoyed our visit to Heidelberg and its famous university. We toured some of the beautiful castles perched on the high hill-tops above the Rhine. Later, after leaving our son, we visited the Netherlands and parts of northern Germany. I loved the wine, the food, and especially the beer."

Don Ryan, electrician, West Shops:

"I had the greatest vacation of my life just last October when my wife and I went to the Philippines for a reunion of the survivors of the Gambier Bay -- a small flattop that was sunk by Japanese shell fire off the Leyte coast in 1944.

"There were 900 crewmen on the ship, and 166 died in the attack. I floated around in the sea for 42 hours without food or water before being picked up by another Navy ship. I guess I was pretty lucky because I had already survived the sinking of the heavy cruiser Chicago at Guadalcanal in 1943.

"We had had reunions before, but only in the States. This time 52 of us went for the 33rd anniversary of the Leyte landing. We were welcomed by President Marcos, and were wine and dined everywhere we went.

"They took the occasion to unveil the statues of eight wartime leaders -- including General MacArthur. We met with the governor of Leyte and the mayor of Cebu city, and we visited our naval base at Subic Bay.

"The people were really good to us. That must be the happiest country in the world. It was an experience I'll never forget."

Barbara Reeves, assignment agent, Transportation:

"Nassau is the greatest. Last August a girl friend and I spent two terrific weeks in Nassau, and that was my very favorite vacation. Nassau has everything I like. We stayed at the Holiday Inn on Paradise island, which is practically a part of Nassau; and we sun bathed and swam in the pool. After sundown, we visited all the nightspots in Nassau. I liked the Pink Pussycat and La Cabere the best. There are wonderful stores catering to women shoppers, and the weather is out of this world."

John Blair, bus driver, Kedzie:

"When my son got out of the Army last summer, I promised him a vacation trip. So I took him, my wife, my mother and my mother-in-law on a motor trip to Florida and Mississippi. We visited Tampa, St. Petersburg and Disney World in Florida, and then went to Biloxi to visit my brother who is stationed in the Army there."

S. P. Martin, civil engineer, Plant Engineering:

"In July of 1976 my wife, Barbara, and I vacationed in Colorado and had a wonderful time. We stayed for a week at a dude ranch just south of Rocky Mountain National Park, where we went horseback riding and visited abandoned mines. When the temperature was 95 degrees in Denver, we were in a snowstorm on top of Mt. Evans, which is 14,200 feet high. We enjoyed our stay in Colorado so much we plan to return again soon."

Mary Blatchford, utility clerk, Materials Management:

"I enjoyed my first trip to Europe in 1974. I went with my mother and Mr. and Mrs. Edward England (England is now retired from Skokie Shops). We drove thru Germany, Switzerland, Austria, France, and Italy, staying in guest homes all the way.

"It was so pleasant to wake up in the morning to a continental breakfast of hot coffee with thick cream and a roll. The people seem to live less extravagantly than Americans, yet we thought the food was better. The air was so clean, too, and the scenery, especially in Austria, was beautiful. The people were very nice. I still correspond with a couple from Holland we met in Switzerland."

Robert Janz, superintendent, Rail Instruction:

"In August of 1970, a friend invited me down to Reader, Arkansas, to work a couple of days with him as a brakeman on the last regular scheduled steam-operated mixed (passenger and freight) train in the United States.

"The Reader Railroad, as it was called, operated a 23-mile single-track line between Reader and Waterloo. When I was there, service between the two points was only one round trip a week, although extra trains were run when necessary. The railroad went out of business a few years later when a refinery it served in Waterloo shut down.

"Besides tank cars for the refinery, the railroad hauled lumber products from on-line sawmills and logging camps. Passengers were attracted by the novelty of riding behind a steam locomotive, and, on one of the two days I worked, we carried 118 adult passengers and a large number of children.

"After having been away from steam locomotives since 1956--the year the North Western took them out of service--I had a real thrill of feeling the heat of the fire box and sensing the power surging through the locomotive. It was a great busman's holiday."

Charles E. Marble, supervisor, Sales-Risk Management:

"In 1973, my wife, our two daughters and I decided to take a motor trip to visit relatives and friends in the East. We visited Detroit, Toronto, Montreal, New York City, New Jersey, and Washington, D.C., and toured through Ohio on the way home. We stayed at the best hotels and ate well and didn't worry about a budget. I took about 400 slides during the trip, and we enjoy looking at these pictures and reminiscing about our wonderful vacation of '73."

Mrs. Geri Hecker, witness location clerk, Investigations:

"My first trip to Curacao in the Netherlands Antilles was the most romantic of vacations. Not only were the beaches magnificent with the scenery and fine white sand, but all our activities seemed to be enhanced because of the balmy trade winds. We went on shopping trips to the stores specializing in jewelry, china, and crystal at modest prices. We toured the island and crossed a pontoon bridge. We relaxed in the afternoon when the shops were closed for the customary siesta, and we played at the casinos at night."

Lois Jahnke, balance clerk, Revenue Accounting:

"I try to go to an interesting new place every year, but I think my favorite was a camera safari to East Africa two years ago with my sister and parents. We were in a group of 12, and flew all the way to Nairobi, Kenya.

"You don't have to go very far before you start seeing animals. There is a game park at the edge of the city within sight of the taller downtown buildings. You ride through in a Land Rover (a British jeep) driving right up close and really seeing the animals in their natural surroundings.

"At one of the other reserves we visited in Kenya and Tanzania, we saw an actual kill. A lion caught a gazelle for his dinner, and ate it right there while we watched!

"You must get up early in the morning because that is the best time to see the hippos, rhinos, giraffes and other animals roaming about. The Land Rovers are not restricted to the roads, so the drivers take you across fields to where the action is. You can poke your head out through the top, and take all the pictures you want."

Neville Keller, bus instructor, North Avenue:

"Last September a friend and I motorcycled to Dallas, which we told friends was just a trip to get a pizza. Actually, we also spent a day and a half there visiting friends. We spent three days cycling each way...poking around, driving only six hours a day, enjoying our trip. This summer we plan to cycle to Colorado."

Nancy Sholdice, circulation clerk, Library:

"A couple of years ago we organized a group of family and friends for a long weekend in Las Vegas. I love it out there because it's so completely different from regular life.

"It's pure luxury--chandeliers that fill the room, swimming pools the size of baseball fields, velvet carpeting. Even the elevators are spectacular.

"One morning in a casino, I put a nickel in a slot machine, and then turned around to ask a waitress for coffee when my husband started yelling my name. Bells rang and lights lit up. I turned around and saw the numbers 777 on the machine.

"The manager came over with a handful of bills, and asked how I wanted my \$250. I said, 'Any way.' I took the money right back to my hotel and put it in a safety deposit box."

William Mansker, staff counsel, Law:

"I am looking forward to taking my favorite vacation this summer. I know I'll enjoy it because I always like going back to New Hampshire. That's where I went to college and had some of the best times of my life.

"That whole area is so beautiful and green, with mountain ranges and streams. It is like something out of a picture book. It is also the most peaceful and quiet place I've ever been. I used to camp out at night under the stars and never hear a sound.

"When I go back, I will stay with a friend who runs a hotel in Lyme. That is on the Connecticut River in an area where I used to go on outings while I was at Dartmouth. The people are among the friendliest I have ever met.

"I will never forget the time I went to join a friend and walked into the wrong house by mistake. I got all the way back to the kitchen before realizing my error. Instead of being upset by my intrusion, the family invited me to join them at the dinner table."

Roger Torbik, personnel administrator, Human Resources:

"One of the best vacations we had was when we took my parents to Florida in 1969. It was the first time they had been on a major trip. For my father, it was his first chance to see the ocean, which had been a dream for many years. It so happened that my father died later that year.

"The experience was repeated two years ago with the same ironic twist of fate. My parents-in-law had not visited Florida since their honeymoon during World War II. So they joined us--my wife and three children, my mother and my brother-in-law--in a caravan to Disneyland.

"At the end of the year, my father-in-law died, just as my father had. It was consoling to realize that we had given both fathers the vacations of their lives."

NEW PENSIONERS

JOINING THE ranks of the retired on January 1 were the nine employees pictured here who had 40 or more years of transit service with CTA and its predecessors.



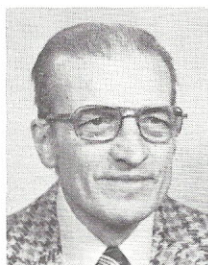
E. A. BOLE
43 Years



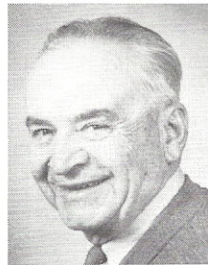
E. M. LEU
41 Years



N. LEWIS
41 Years



A. J. ARINI
40 Years



J. V. OGAR
40 Years



J. F. O'BRIEN
40 Years



C. C. ROCHON
40 Years



V. ZASTERA
40 Years



B. H. NELSON
40 Years

GEORGE ADAMS, Dir., Specifications, Materials Management, Emp. 2-05-46
ROBERT I. APITZ, Operator, Limits, Emp. 8-30-43
ANTHONY J. ARINI, Electrical Wkr. A, Skokie Shop, Emp. 2-01-37
NICK ARNIERI, Bus Repairer, North Avenue, Emp. 2-22-41
EDWARD G. BADEN, Operator, North Park, Emp. 3-20-43
ROY C. BAIRD, Tinner, West Shops, Emp. 4-08-44
JOSEPH A. BALDASSARI, Shopman, Skokie Shop, Emp. 5-21-47
GEORGE J. BARSKI, Operator, Forest Glen, Emp. 1-18-54
HAROLD E. BASON, Operator, North Park, Emp. 9-26-40
ROY P. BEAHAN, Production Clerk, South Shops, Emp. 11-29-40
WILLIAM A. BELL, Foreman, South Shops, Emp. 12-03-41
DONALD R. BENNETT, Operator, North Park, Emp. 5-09-46
BERNARD J. BERUTTI, Motorman, West Section, Emp. 7-22-46
ANGELO O. BIANCHINI, Chief Clerk, North Section, Emp. 11-10-43
WILLIAM H. BLEGEN, Operator, North Park, Emp. 4-24-41
EDWARD A. BOLE, Supv. Employment, Limits, Emp. 5-25-34
EDWARD A. BRACH, Supv. Shop Laborers, South Shops, Emp. 9-06-50
RAYMOND M. BRZECZEK, Terminal Clerk, Skokie Shop, Emp. 7-26-43
ARTHUR P. BUESING, Operator, 69th Street, Emp. 7-22-41
EDMOND CALABRESI, Operator, North Avenue, Emp. 7-19-46
THOMAS B. CANNING, Bus Repairer, Beverly, Emp. 4-28-42
LEONARD B. CANTWELL, Supervisor, District A, Emp. 11-25-47
JAMES Q. CAREY, Conductor, South Section, Emp. 10-23-43
LUIS COLOSIMO, Carpenter A, South Shops, Emp. 6-15-45
JOHN B. DALY, Ticket Agent, West Section, Emp. 2-06-45
JOHN P. DAVITT, Operator, North Avenue, Emp. 7-29-41
ARTHUR L. DICKSON, Conductor, West Section, Emp. 1-21-47
CHARLES F. DREASLER, Machinist, Skokie Shop, Emp. 4-21-47
ROBERT L. EDWARDS, Operator, 69th Street, Emp. 12-03-52
ADAM J. FIORITO, Unit Supervisor, TABEC, Emp. 9-25-40
HARRY A. FITZGERALD, Motorman, West Section, Emp. 11-10-42
HERBERT A. FREDRICKSON, Operator, North Avenue, Emp. 4-15-54
A. Z. GARVIN, Operator, Beverly, Emp. 5-03-51
JOHN C. GRITIS, Supv. Dup. Services, Adm. Services, Emp. 10-15-41
ALFONSE GUADAGNO, Laborer, Maintenance, Emp. 6-06-41
EDWARD T. GUNDLACH, Operator, North Avenue, Emp. 9-03-42
STANLEY L. GUSTAFSON, Janitor, North Park, Emp. 2-12-42
EDWARD GUZIK, Conductor, West Section, Emp. 9-25-41
RAYMOND HAMMERSCHMIDT, Operator, 69th Street, Emp. 12-10-40
WILLIAM C. HAMPTON, Rail Janitor, Mad. & Wabash, Emp. 8-23-56

JOSEPH S. HEBDA, Operator, Forest Glen, Emp. 4-28-42
CLARENCE J. HEILBRONNER, Instructor, District A, Emp. 4-01-42
FRANCIS HIGGINS, Operator, 69th Street, Emp. 7-15-48
EDWIN J. HOJNACKI, Operator, Archer, Emp. 5-05-43
MELVIN HORNING, Operator, North Park, Emp. 5-05-42
ISAAC L. HORTON, Ticket Agent, South Section, Emp. 12-01-58
WARREN A. HOWARD, Investigator, Blue Island, Emp. 12-07-48
HENRY F. JACKSON, Operator, Kedzie, Emp. 8-09-47
JAMES G. JANOS, Operator, Forest Glen, Emp. 10-15-47
CASEY JOHNSON, Operator, 69th Street, Emp. 8-29-57
MELVIN E. JOHNSON, Cptr. Foreman, Skokie Shop, Emp. 6-30-39
ALLEN JOINER, Operator, 52nd Street, Emp. 1-18-46
EDWARD B. JOYCE, Schedule Clerk, Schedules, Emp. 8-18-69
JOHN P. KANE, Operator, Limits, Emp. 7-13-37
STANLEY J. KAZAK, Operator, North Park, Emp. 5-21-42
EDWARD F. KENDZIERSKI, Bus Repairer, North Avenue, Emp. 7-20-48
JOSEPH KING, Operator, Beverly, Emp. 7-14-47
JAMES G. KOCLANIS, Garage Clerk, Veh. Maintenance, Emp. 5-28-42
JOHN KOCOLOWSKI, Operator, 77th Street, Emp. 8-30-43
WALTER A. KREUTZER, Shopman, Skokie Shop, Emp. 5-13-40
JOSEPH N. KUNZER, Token Clerk I, Treasury, Emp. 5-13-41
PETER P. KUREK, Box Puller, Archer, Emp. 7-02-42
THADDEUS A. KUSIAK, Lineman Helper, West Shops, Emp. 12-29-42
VERNON F. LANDIS, Supv. Chauffeur, Utility, Emp. 11-19-41
RICHARD B. LEMKE Jr., Switchman, North Section, Emp. 11-25-46
EVELYN M. LEU, Sr. Key Punch Operator, Datacenter, Emp. 12-14-36
NOAH LEWIS, Bus & Truck Mechanic, South Shops, Emp. 10-23-36
NICHOLAS LICHVAR, Car Serviceman, Linden, Emp. 8-29-51
TONY P. LOMBARDO, Bus Repairer, Archer, Emp. 9-23-41
FRANCES E. LOUWARD, Unit Supervisor, South Shops, Emp. 10-02-42
BERNARD M. LUDWIG, Conductor, North Section, Emp. 6-04-46
FLORIAN A. MADAJ, Operator, Forest Glen, Emp. 1-27-43
EUGENE C. MAZUR, Operator, Forest Glen, Emp. 6-04-46
CATHERINE P. McALISTER, Sr. Clerk, Maintenance, Emp. 11-08-43
HENRY S. MILEWSKI, Machine Operator, South Shops, Emp. 4-25-40
RUDOLPH J. MISEK, Operator, Kedzie, Emp. 5-01-46
WALTER J. MONROE, Operator, 69th Street, Emp. 12-03-52
THOMAS MULLIN, Bus Repairer, Beverly, Emp. 3-06-47
EDWARD S. NAUSIEDAS, Machinist, South Shops, Emp. 8-27-46
ALBERT H. NEHLS, Operator, Forest Glen, Emp. 7-24-41

BERNARD H. NELSON, Operator,
Beverly, Emp. 3-09-37
ERNEST NELSON, Unit Supervisor,
South Shops, Emp. 1-30-47
WALTER C. NORVILAS, Mail Clerk,
Adm. Services, Emp. 7-30-47
JOHN F. O'BRIEN, Service Clerk,
Control Center, Emp. 6-30-37
ROSE H. O'CONNELL, Ticket Agent,
North Section, Emp. 11-17-62
JOHN V. OGAR, Operator,
Archer, Emp. 2-09-37
GEORGE C. OLSON, Machine Shop Foreman,
South Shops, Emp. 12-02-47
HERBERT F. OPFERGELT, Operator,
North Avenue, Emp. 3-12-47
JOHN PAPANKEK, Operator,
North Avenue, Emp. 8-26-43
JOHNNIE C. PARR, Laborer,
South Shops, Emp. 8-25-48
EDWARD L. PLUSKA, Bus Repairer,
North Avenue, Emp. 4-01-47
ROBERT E. PRICE, Operator,
52nd Street, Emp. 1-27-47
WALTER G. RADKE, Machinist,
South Shops, Emp. 10-07-47
DOMINICK P. RAFFIN, Instructor,
North Avenue, Emp. 5-04-47
EDWARD W. RAUCH, Motorman,
Douglas, Emp. 11-12-45
EDWARD J. RAVE, Operator,
77th Street, Emp. 10-09-45
GEORGE S. REID, Operator,
Forest Glen, Emp. 5-16-46
GEORGE A. RILEY, Dir. Support Services,
Transportation, Emp. 2-19-36
CLEMENT C. ROCHON, Chauffeur,
Utility, Emp. 6-22-37
JOSEPH A. ROSENDHAL, Special Assistant,
South Shops, Emp. 11-06-47
NICKOLAS ROSSILLE, Operator,
Forest Glen, Emp. 12-30-48
THOMAS M. SATKUS, Bus Repairer,
Beverly, Emp. 1-28-47
ENNIS L. SCOTT, Operator,
Beverly, Emp. 9-17-47
WILLIAM F. SHAUGHNESSY, Welder,
South Shops, Emp. 4-26-45
MICHAEL SHEA, Bus Repairer,
Kedzie, Emp. 4-08-47
JAMES SMITH, Track Foreman III,
Maintenance, Emp. 3-13-51
FRANK P. STEINMETZ, Box Puller,
77th Street, Emp. 3-06-43
ELMER E. STOBART, Operator,
Forest Glen, Emp. 12-03-40
MICHAEL A. TASSONE, Garage Clerk,
Beverly, Emp. 5-20-50
FRANK TAVANO, Carpenter,
Maintenance, Emp. 9-06-49
JOHN R. TUREK, Operator,
North Avenue, Emp. 8-08-45
WILLIE E. WALKER, Operator,
77th Street, Emp. 12-15-47
JOSEPH A. WARD, Night Foreman,
North Avenue, Emp. 11-06-41
EDWARD P. WESTON, Supervisor,
69th Street, Emp. 11-12-41
JOSEPH P. WILCZYNSKI, Box Puller,
North Avenue, Emp. 11-14-42
ROY E. WILLIAMSON, Operator,
North Avenue, Emp. 3-29-54
VICTOR ZASTERA, Signal Foreman,
West Shops, Emp. 5-06-37
RAYMOND ZIELINSKI, Operator,
North Avenue, Emp. 2-24-43

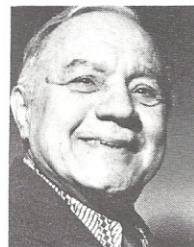
DISABILITY RETIREMENTS

VOLDEMARS PUDZIS, Car Repairman A,
Harlem, Emp. 8-01-55
LEONARD E. THOMAS, Motorman,
Howard, Emp. 1-14-66
BRUNO J. TRUTTY, File Clerk,
Law, Emp. 7-29-46
RALPH A. ZACCARIELLO, Telephone Opr.,
77th Street, Emp. 6-05-50

Service anniversaries in January

**40
years**

C. C. Cacioppo
Maintenance



35 years

R. F. Horning, 69th Street
J. T. Mollo, Forest Glen
W. J. Murphy, Archer
N. J. Ouimet, Kedzie
W. M. Sieron, Kedzie
L. Vanderhorst, Skokie Shop

30 years

J. H. Brown, Kedzie
A. J. Byrnes, South Shops
P. M. Califf, Maintenance
P. Cleary, Archer
A. DeBuono, North Avenue
A. J. Digiovanni, Stores
L. E. Ford, North Avenue
J. B. Forrestal, South Shops
S. G. Gorski, Forest Glen
W. Griffin, Kedzie
E. P. Grzenia, Stores South
L. D. Holmgren, Jefferson Park
S. Kieldyk, Ashland/95th
H. Lindberg, Kedzie
J. E. Majka, Kedzie
A. E. Muirheid, Stores South
O. I. Porter, Kedzie
V. P. Shayer, Limits
G. A. Silicani, Skokie Shop
R. A. Tannhauser, North Avenue
J. R. Tyk, Douglas/Congress
A. Voss, Limits
M. Wenger, Control Center
M. F. Wesely, Douglas/Congress

25 years

C. E. Adams, Instruction
R. L. Deakin, Accounting
L. T. Johnson, 77th Street
L. J. Loebbaka, Howard/Kimball
J. W. McPhee, Maintenance
W. J. Meadows, Ashland/95th
C. S. Pope, Douglas/Congress
T. Simmons, North Park
E. Southworth, Purchasing
L. Stewart, 61st Street
T. R. Swoope, 77th Street

IN MEMORIAM

HERMAN A. ANDERSON, 83, 77th Street,
Emp. 7-20-21, Died 10-15-77
JAMES D. BROGAN, 60, North Area,
Emp. 8-22-41, Died 11-14-77
ARCHIE D. BROOKS, 75, Lawndale,
Emp. 5-25-26, Died 9-02-77
PATRICK J. BURNS, 83, Beverly,
Emp. 4-16-37, Died 11-13-77
ANNIE M. COLEMAN, 71, North Section,
Emp. 10-22-35, Died 10-17-77
WILLIAM J. DALTON, 78, South Section,
Emp. 1-03-17, Died 11-23-77
CYRIEL DE VOOHT, 88, North Park,
Emp. 3-27-44, Died 9-23-77
VICTOR EISEMANN, 71, Engineering,
Emp. 7-02-27, Died 10-17-77
HARRY FELDHAHN, 82, Skokie Shop,
Emp. 2-29-16, Died 11-22-77
EDWIN J. HAYS, 61, Adm. & Dvlpm.,
Emp. 3-23-36, Died 12-28-77
ALLEN HENSON, 32, 69th Street,
Emp. 7-23-70, Died 12-14-77
ANDREW J. HOLZMAN, 66, North Park,
Emp. 5-08-41, Died 11-30-77
JOHN A. IVANIC, 76, Skokie Shop,
Emp. 12-20-45, Died 11-08-77
JAMES M. JOHNSON, 86, Devon,
Emp. 4-26-27, Died 11-26-77
ARTHUR C. KING, 72, Special Invstg.,
Emp. 10-30-44, Died 10-30-77
STEPHEN KOTRIS, 88, South Section,
Emp. 3-13-11, Died 11-08-77
STANLEY J. KOWALZYK, 65, 69th Street,
Emp. 11-11-42, Died 11-12-77
PETER M. KUSEK, 75, Archer,
Emp. 12-17-26, Died 11-17-77
FRANCIS W. LEFEBVRE, 67, Claim,
Emp. 12-05-40, Died 11-09-77
JOSEPH A. MANION, 65, North Park,
Emp. 7-24-41, Died 11-19-77
FRANK MC GLYNN, 63, District A,
Emp. 12-03-41, Died 12-06-77
JAMES B. O'BRIEN, 65, North Avenue,
Emp. 8-19-36, Died 11-19-77
ELMER W. PETERSON, 72, North Park,
Emp. 6-02-43, Died 11-07-77
JOSEPH M. PHELAN, 89, North Avenue,
Emp. 7-22-11, Died 11-11-77
RALPH RACKARD, 89, Wilcox,
Emp. 4-02-41, Died 11-26-77
RICHARD ROCK, 38, Skokie Shop,
Emp. 8-10-59, Died 12-16-77
GEORGE C. ROHRHUBER, 71, West Sec.,
Emp. 1-18-29, Died 11-14-77
EDWARD J. SCHILTZ, 74, North Section,
Emp. 11-21-42, Died 11-03-77
HAROLD C. SPITZ, 75, Claim,
Emp. 5-05-21, Died 11-01-77
GEORGE E. STORM, 91, Devon,
Emp. 8-31-09, Died 11-27-77
DONALD D. SUCILLA, 58, 77th Street,
Emp. 12-5-63, Died 12-21-77
RALPH M. VENN, 68, Limits,
Emp. 1-12-42, Died 11-05-77
WALTER W. VOSS, 75, Forest Glen,
Emp. 11-06-23, Died 11-21-77
HENRY T. WADE, 74, Beverly,
Emp. 11-20-28, Died 11-22-77
JOHN P. WALLACE, 65, District D,
Emp. 2-23-34, Died 11-08-77

Honored For Sounding 'L' Crack Alert



Mayor Michael A. Bilandic presents Chicago's Medal of Merit to Hernan Solarte, a structural engineer for the Rock Island railroad, who spotted the crack in the structure of the Dan Ryan elevated connector near 18th and Clark streets.

"With more than 40,000 persons traveling over the structure each day, Chicago is truly indebted to Mr. Solarte for his alert and vigilant action," the Mayor said.

Solarte, a native of Colombia who lives in Park Forest, was riding to work on a Rock Island train on the morning of Jan. 4 when he noticed a crack in a beam of the "L" structure which bridges the railroad right-of-way.

"I knew there was a serious problem because this is my field," he said modestly.

Upon arriving at the Rock Island office, Solarte immediately notified his superior, James Budzilini, who in turn telephoned Patrick McCarthy, CTA supervisor, Track and Structures. McCarthy dispatched two veteran CTA inspectors, Sigmund Kraska and Walter Marszalek, to the scene. They radioed the CTA Control Room to shut off the power and stop operations.

(other photos beginning on page 8)

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