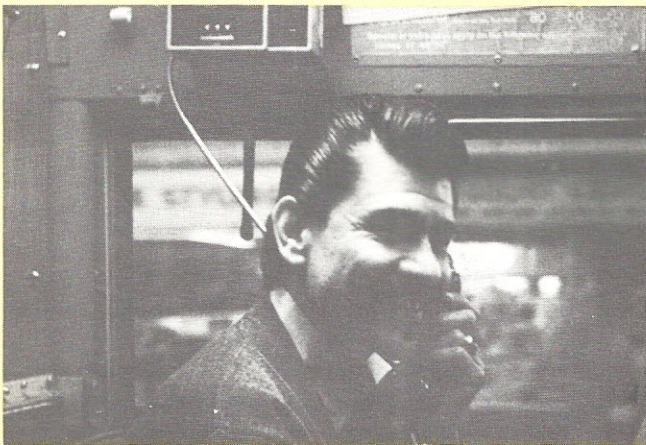


CTA People Star In New TV Commercial



Carolyn Smyles



Jesus C. Rodriguez



The people of Chicago have a lot going for them . . . the people of the CTA.

They'll take you where you want to go . . . when you want to go.

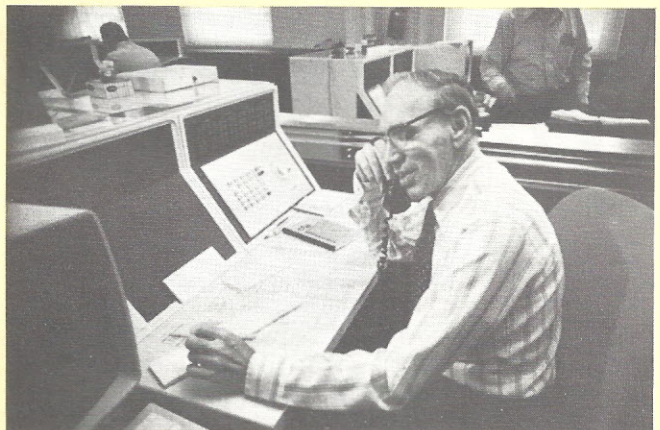
From north to south. East and west. To the very fringes of the city and beyond.

They're quick, convenient, economical . . . and always as close as a nearby corner.

The CTA. People moving people.



Willie F. Moore



John F. Leahy



Sergio Candelaria

cta **TRANSIT NEWS**
FOR EMPLOYEES AND RETIREES
MAY, 1978

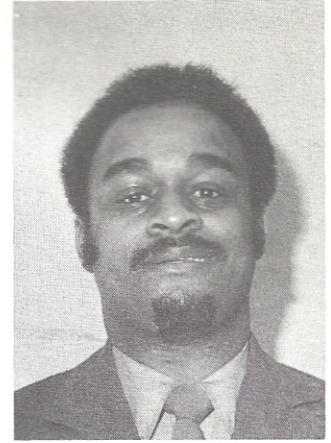


James W. Colles, conductor, West Section, was commended at the April board meeting for his prompt action in rescuing a woman passenger who had fainted and fallen between the cars of his Douglas-Milwaukee train at the Lake Transfer subway station. Colles held open the doors of the train so it could not be moved and then climbed down to help the passenger back onto the platform.

(CTA photo by Bert Cadney)

Eugene U. Taylor (West Section) is the conductor on a Congress-Milwaukee train that Patricia D. Tyrrell takes on her way home to Westchester. She wrote: "He is the kindest person, advising the passengers of safety hazards. His voice assures calm, and he is marvelously distinct. He not only announces the stop, but lets the passengers know what transfers are available. At the terminal, he reminds them to take all their belongings, cautions them about the stairs, and wishes them an enjoyable evening."

(CTA photo by Mike Hoffert)



commendation corner

(CTA photo by Mike Hoffert)



Two recent letters of commendation point up the industry of two clerk dispatchers in the janitors' office on the Wabash-Madison 'L' structure. Whenever lost items are found on station platforms or in trash cans by janitors, they are brought to the office where Marianna Hunt (left above) and Josephine Coleman (right above) check them out for identification. They then locate the owners, who often would not know where to look for the items, and tell them where they can pick up their property.

"A few weeks ago," wrote Susan Elam, of Wrightwood avenue, "they not only recovered my identification papers, which had been thrown into a trash can, but also went to great lengths to reach me to return them. Their excellent service has saved me the time and effort it would have taken to duplicate the papers." (Note: The papers were found by Fermin Colon, janitor foreman.)

Kathy Sylvester, of Ewing avenue, said, "I'd lost my billfold -- full of credit cards -- causing me to be late to my job. My phone number was not in the wallet. But this persevering Mrs. Hunt found me the same day. It is people like this who 'hold the fort intact.' She seemed to derive real satisfaction in locating me and doing her job. Hurray for Mrs. Hunt and CTA. They made my day." (Note: The billfold was found by Pat Lynch, janitor.)

Willie L. James (North Park garage) "really started our day off right just by picking us up on his route #151 bus," said Craig Phelps, who has an office on West Jackson boulevard. "He was uniformly considerate, polite, and cheerful, reminding everyone to hold on as he accelerated and slowed, and to watch his step while entering and alighting from the bus. He greeted everyone with a cheery 'Good morning' and drove the bus without jerking and jolting."

####

Jerome Walker (Limits garage) was commended by Viola Weiss, of Normal avenue, for "doing a fine job on the #8 Halsted run. He is very courteous, deals patiently with difficult passengers, and drives excellently. He handled the bad weather conditions with great calm, and you felt all was well. He doesn't allow smoking and doesn't let any bad transfers get by him, handling his responsibility well. He's a good man on your team."

####

Van C. Penn (Kedzie garage) was called "one of the finest drivers I have ever seen on your Westchester line" by Warren Jewell, of Bellwood. "He is cheerful and attentive to all, especially if he recognizes the rider. Yet he is careful to collect full and just fare and careful as a driver. When his 'expected clientele' are not on their respective corners, he slows down to see if they are close by. Please give this driver my regards."

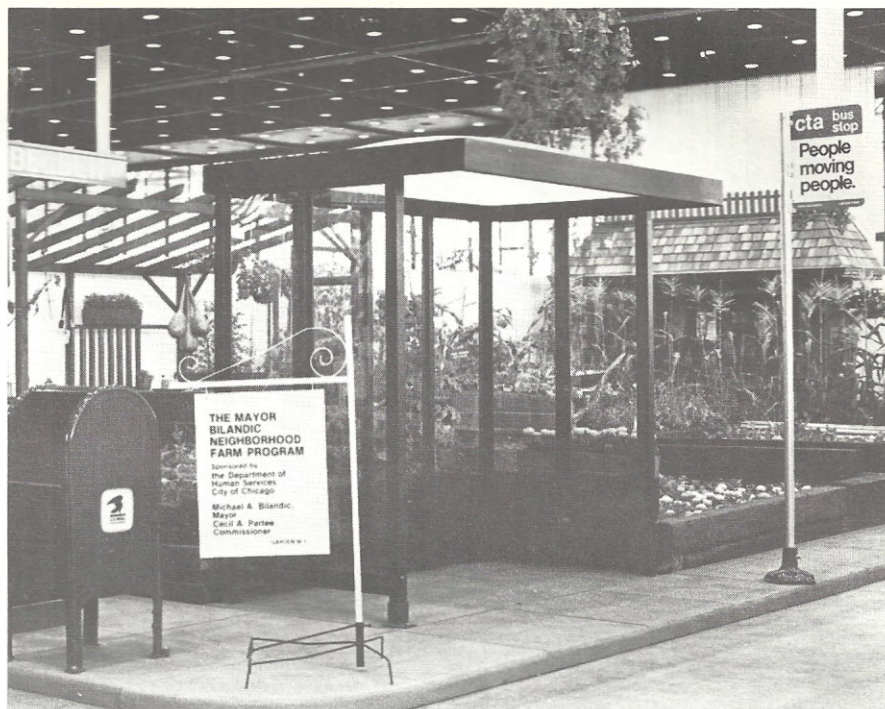
####

Earlie L. Bryant (North Avenue garage) drives a Lake Street bus that Ms. Marquerite L. Backus rides regularly from her home on East Randolph drive. She said: "He is such a courteous, accommodating employee, and certainly makes our bus ride of people from Outer Drive East and Harbor Point enjoyable. It's almost like having our own chauffeur. It can be very cold and windy here by the lake, and it he can make our catching the bus easier, he certainly does."



(Photo Courtesy of Frank Bertog Jr.)

Three representatives of Lincoln Village shopping center, at left, and 40th Ward Alderman Solomon Gutstein, at right, greet CTA driver Darnell Williams who drove the first No. 11 Lincoln bus to the shopping center April 2. The CTA had extended the No. 11 route which previously ended at Lincoln and Peterson avenues. The shopping center representatives are, from left, S. R. Barkin, Bernard Strickler and Frank Lee.



Thanks to an invitation by the city, the CTA had an eye-catching part in a prize-winning exhibit by the Chicago Department of Human Services at this year's Chicago Flower and Garden Show at McCormick Place. The exhibit, showing how small plots can be used for vegetable and flower gardens, was based on a street corner setting which included a CTA bus stop shelter and a bus stop sign with our slogan, "People Moving People."

Arthur Bradford (69th Street garage) was the driver of a 63rd Street bus ridden frequently by Winnifred Irving, of West 58th place. She wrote: "He is courteous, allows time for older people to get on and off, and stops the bus so one doesn't have to walk through puddles. Above all, he calls out the stops clearly so one knows where he is. I think you should know that riders really appreciate such an outstanding driver."

####

Among other operating employees receiving commendations recently were:

Chester Anderson, Forest Glen; Rowland H. Arnette, Kedzie; and Allen L. Austin, Plant Maintenance.

Thomas P. Barry, David R. Benson, Chellie M. Booth, Robert L. Brown, and Eddie B. Burton, all of North Park; Harvey L. Beale, Kedzie; Arthur Bradford, 69th Street; Carl A. Brown and Earlie L. Bryant, both of North Avenue; Claude S. Brown, Archer; and Harry L. Brown, Beverly.

Luis G. Cabrera and Vidal Cruz, Forest Glen; Robert F. Charney, North Avenue; Quillen Chubb and Stephen J. Conway, Beverly; Jerry Crawford, Archer; and James L. Cross, 77th Street.

Ira L. Davis, 69th Street; Electra DeAlba, North Avenue; Jorge W. Diaz, Limits; Robert L. Dickens, Kedzie; Wilbert H. Dohrmann and George R. Duszynski, both of Forest Glen; and Oscar Douglas Jr., of North Park.

Benjamin Farfan, Limits.

Albert C. Garner, Johnnie Gomilla and Leroy Greathouse, all of North Park; Edward Gonzalez, Archer; Wilson Gonzalez and Allen C. Gordon, of North Avenue; Richard Goodman, Limits; and Ronnie A. Green, Beverly.

Eldred W. Hall and Otto T. Houston, both of North Park; Clois Harper and George E. Hiensman II, both of 69th Street; Leon S. Hegwood, North Section; Gladys Hernandez, Limits; Peyton Hightower, 77th Street; and Diana Horton, South Section.

Frank J. Ippolito, North Park.

Gloria Jackson, Beverly; Arthur D. James Jr., Forest Glen; and Willie L. James, Walter Jentsch, Isaac Jones and Robert Jones, all of North Park.

David M. Kettleson, Forest Glen; Ronald A. Knox, Beverly; Richard R. Kobylecky, Archer; Robert J. Kremer, North Park; and Andris J. Kristopans, West Section.

Fred Labern, North Avenue; and Ricardo Leiva and William J. Long, both of North Park.

George Mack Jr., Guilford N. Moore, and Na'im Muhammad, all of North Avenue; Michael J. Marren, Larry McNulty, and Angel L. Mojica, all of North Park; Daniel H. Martin and John E. Moutrey, both of Forest Glen; Virbie J. Martin and William McCotry Jr., both of 69th Street; William Martin and Alice F. Mosley, both of Kedzie; Lawrence M. McGowan, 52nd Street; and Francisco X. Medrano, West Section.

James O'Neill, Forest Glen; and George

W. Owens, 77th Street.

Van C. Penn and Keesler Polk Jr., both of Kedzie; Roscoe J. Pierson and Imogene Price, both of 77th Street; and Herberto A. Pulgar, North Avenue.

Rosey Reynolds Jr., 77th Street; Alice D. Richman and Ramon Rodriguez, both of North Park; Eugenio R. Rivera, North Avenue; and Clarence A. Ross, Kedzie.

Bernabe Serrano and Stanton G. Slaughter, both of Forest Glen; Barnett Simmons, 69th Street; Tuesday V. Simpson and Lela B. Steele, both of Kedzie; Robert A. Stach, Support Services; George F. Starnes, Limits; and Helen P. Stearns, 77th Street.

Romulo Tamondong and Lawrence Thigpen, both of North Park; Edgar A. Tasher, 52nd Street; George A. Thompson, Kedzie; Jay W. Thompson, 69th Street; Archie Tiner, West Section; and Robert G. Toft, North Avenue.

Joseph D. Upchurch, North Park.

Freddie O. Vazquez, Forest Glen; and Jose R. Vizcarrindo, Limits.

Jerome Walker, Limits; Oliver W. Watson and Laverne Williams, both of 52nd Street; John M. Weatherspoon and Thurman H. Wright, both of North Avenue; Vontie C. White, Forest Glen; Walter G. White, Patricia D. Williams, and Sefton L. Williamson, all of North Park; Don H. Williams, Archer; Richard U. Willis, Customer Services; Raymond E. Wilson, Travel Information Center; Ronald T. Wilson, South Section; and Edmund Wojcik, North Section.

New CTA Program of Management Education

A comprehensive Management Education Program, which is considered to be unique in the transit industry, is now fully under way at the CTA.

The program, funded by the U.S. Urban Mass Transportation Administration, is directed at sharpening skills and performance at three managerial levels--basic, middle and advanced.

Known by the initials of MEP, the program was developed by the Training/Development Program Section of the Human Resources Department, with the guidance of Consult, Ltd., a management consulting firm.

At the CTA, those helping to plan the program included Fred King, manager, Human Resources; Stuart Maginnis, director, Training/Development Programs; Michael Smith, superintendent, Management and Career Development; William Foy, management programs coordinator; Daniel Kane, management development coordinator; and Susan Thieme, who recently was promoted to superintendent of training, Transportation.

The classes are being conducted by Smith, Foy and Kane, assisted by representatives of Consult.

MEP is providing the CTA's various levels of management with a series of innovative problem-solving discussion courses. The courses were started last summer after a year of research and development and a thorough study of the management training needs.

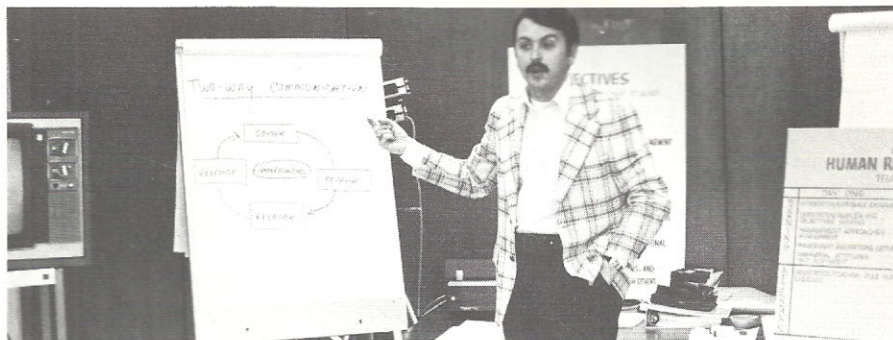
Three hundred persons in managerial positions throughout the CTA provided input to the program. As a result, the problem-solving courses, for the most part, are focused on transit-related subjects, affording the participants opportunities to deal with situations similar to those they often experience in their work.

Three groups of 15 persons each, representing a cross section of CTA management at the basic, middle and advanced levels, took part in the pilot program. From this test came the finishing touches for the courses.

In the next two years, all of CTA's 600 persons presently in managerial positions will have taken the courses. MEP is then expected to be continued as an on-going and expanded program.

The MEP courses are specifically designed for each of the three levels. However, all courses have three major points in common which emphasize effective communications, proper delegation of authority and responsibility, and motivation of others.

At the basic level, the course, which is entitled "The Problem-Solving Manager," is designed to improve the abilities of those



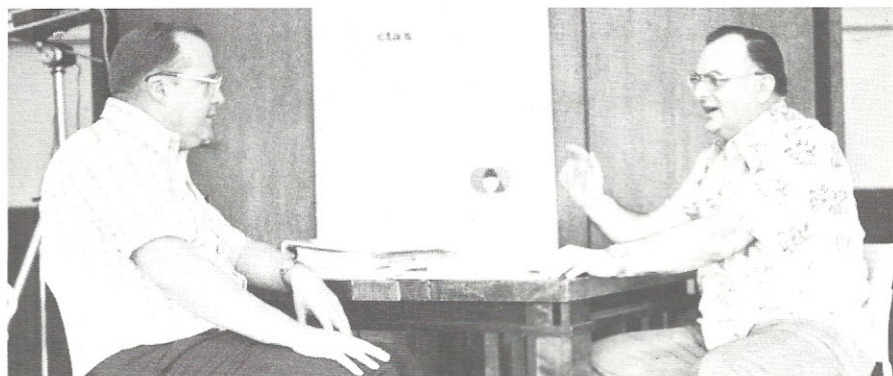
Michael Smith, superintendent, Management and Career Development, and CTA's main MEP instructor, addresses a class.



William Foy (left), one of CTA's MEP instructors, and Timothy Weaver (right), superintendent, Trial Area of Tort Law, listen as James Ohse, superintendent, Bus Service District D, makes a point.



Daniel Kane (left), a CTA MEP instructor, and John Cannon, superintendent, accounting operations, Financial Services.



Tom Coyne (left), director, Travel Information Center, and Al Martin, superintendent of buyers, Materials Management, in role-playing session.



Managerial personnel at MEP session in conference room of the Glessner House, an architectural landmark on the near south side.



Working as a team on case-study problem are (left to right) William Limanowski, superintendent, Howard and Kimball terminals; Theodore Szewc, supervisor, signal, radio and telephone section, Electrical Maintenance; David Phillips, superintendent, service planning, Operations Planning; John Zupko, superintendent, Ticket Agents; and Roy Smith, superintendent, civil engineering, Engineering.



MEP students (left to right) Tony Porcaro, supervisor, rail vehicle terminals, Maintenance; Art Tabel, superintendent, 69th Street garage; Don Sturenfeldt, supervisor, bus garages, South; and Harold Berndt, supervisor, general Maintenance.

in first-line supervisory positions to direct and motivate persons under them and to engage in problem-solving activities.

At the middle level, the course, entitled "Managing With People," emphasizes the management skills that are necessary for working effectively with others and that also further individual professional development. Participants assess their own abilities through an extensive use of videotape.

At the advanced level, the course, which is designated "The Manager and the Organization," concentrates on effective communications, performance review, motivation, and delegation of authority and responsibility.

The principal educational technique of all three courses is to divide the groups into teams of five members. The teams work together on assignments which, in large measure, involve case studies and role-playing.

An important feature of MEP is that the courses are given in retreat type of locations where the participants are insulated from business and other interruptions. The CTA uses both a suburban conference center and a quiet meeting place in the city.

The MEP courses are divided into three-day sessions, for a total of six or nine days of training within a month.

How I Met My Mate

With June just around the corner, TRANSIT NEWS asked employees how they met their mate.

LEONARD BEATTY, unit supervisor, Rail maintenance Janitors Office:

"I met Millye when she was spending her first day on the job as a ticket agent. It was Christmas Day, 1958; and she had just come on duty at the old Loomis station on the Englewood branch.

"I was a motorman just going off duty, and as I passed her booth she asked me where she could get a glass of water. I told her to stay there, and I ran up-stairs and got a glass of water for her.

"We met again, three months later, at another station. It was Sunday, and she said she attended a church nearby. I got off work later and met her at the church.

We were married (in 1960) after having dated for a while."

####

MARIA QUINTANAR, assignment agent, Central Assignment Office:

"I was working at a candy counter in the Las Americas theater at Ashland avenue and Madison street 12 years ago when Enrique came in.

"He bought a box of popcorn from me. He was very pleasant. Later, he came back for another box of popcorn, then another and another. By the time I went off duty, he had bought 10 boxes of popcorn.



"Enrique came back to the theater the next night and then every night after that when I worked. He spent most of his time at the candy counter, eating popcorn.

"This went on for three months. Then, one night at the candy counter he proposed to me--and I accepted.

"Enrique didn't gain a pound from all that popcorn.

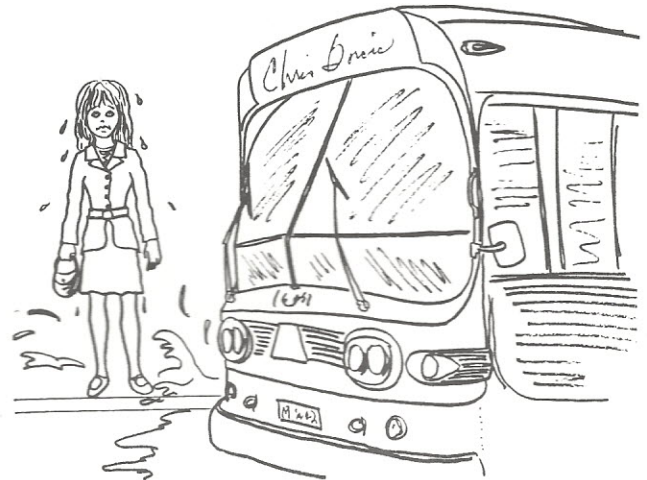
Even today, he has the same figure as the night we met; he is 5 feet 7 inches tall and weighs 150 pounds."

####

ROBERT L. KELLY, bus driver, Limits:

"About four years ago while driving on a rainy Sunday morning on Ashland avenue, I accidentally splashed a well-dressed young lady who was waiting for my bus.

"When she got on, she was naturally quite upset; but I kept my control and succeeded in calming her down.



"The young lady, Dolores, kept on riding my bus every Sunday morning. Two years later we were married."

####

AIDA DUANY, ticket agent supervisor:

"It was baseball in Cuba that brought us together. It was the summer of 1947, and two sisters and I had gone to see an exciting game between Habana and Almendares. Afterwards, large crowds of people were waiting in vain for buses. Unfortunately, there wasn't a system like CTA in Habana to accommodate large crowds.

"My sisters and I decided it would be better to walk, and, as we started, a fancy late model Packard pulled up to the curb. We were surprised to see two baseball stars, Claro Duany, who was driving, and Orestes "Minnie" Minoso, who was on the passenger's side.

"We were flattered when Minoso rolled down the window and said, 'We will give you a ride home.' We hesitated because it was not an accepted standard to accept a ride from someone you had not been introduced to. However, two baseball stars and a luxurious green Packard were too much. We were driven home in grand style.

"Afterwards, Claro and I began dating; and we were married three years later. He continued in pro-

fessional baseball as a right fielder until 1958, and his commitments took us to many Latin American countries and to Canada."

####

ROBERT D. MUMBOWER, bus driver, North Avenue:

"Back in 1968, I needed a part-time job; so I became a cook in a pizzeria run by a young widow at North avenue and Kedzie.

"It was quite an experience, because I had never worked for a woman and I had a stereotyped idea about



that. I soon found out that women are as capable as men, and two years later, in July, 1970, my boss, Lucy, and I were married.

"I still cook for Lucy--at home now, because we sold the pizzeria. But I enjoy it more than ever."

####

JAMES E. MARSHALL, managerial/professional intern, Forest Glen:

"One Christmas vacation when I was in high school, my buddy and I were having a snowball fight in our neighborhood on the west side. I threw one; he ducked, and the snowball hit a girl walking by on the back of the neck. As she turned around, I could see she had a very pained expression.

"I felt very guilty and I ran over to apologize and make sure she was all right. I had never seen her



before. She said she was from Mississippi and was visiting her married sister who lived a few doors away.

"She came back the next summer to go to Wright Junior College, where I also was a student. That is when we began dating. Mary and I have been married 16 years now."

####

ARTHUR RABIN, assistant superintendent, Jefferson Park:

"I cannot remember when I didn't know Dorothy. We grew up together in the same neighborhood on the northwest side, and I always felt, even when I was little, that we would marry someday.

"We did--39 years ago. On our wedding night, we celebrated by going to the 5100 Club on Broadway in Uptown. We were really blushing newlyweds when the comedian, Danny Thomas, surprised us by introducing us and asking us to stand up.

"Then, it dawned on me that Danny Thomas must have been tipped off by the master-of-ceremonies, who was a distant relative of mine."

####

ANGELO RODRIGUEZ, bus driver, Limits:

"It happened in a small town in Mexico during an annual festivity at the San Nicolas Tolentino fair in San Luis Potosi in 1969.

"The band was playing at the Kiosko (band shell in the middle of a plaza) when I suddenly noticed two tipsy men trying to get a young lady to dance with them. She was resisting, so I went to her rescue.



The two men turned out to be her relatives, and they retaliated with fisticuffs.

"My nose was broken, but I still won out. Three months later Estela and I were married."

(Editor's Note: Estela Rodriguez is also a CTA bus driver, assigned to North Park.)

####

Richard Friedman: Poet of May Car Cards

(Please see back cover for the May car card with "Discipline" by Friedman.)

Richard Friedman, one of the new Artists in Residence of the Chicago Council on Fine Arts, is the poet of the CTA poetry car card for May.

His poem, "Discipline," appears on 1,000 illustrated car cards which have been posted on CTA buses and rapid transit trains.

Friedman's poem is the fourth in a series of six monthly car cards being posted under a program sponsored by the Illinois Arts Council to make the public more aware of poetry and the outstanding work by Illinois poets.

"The car cards on the buses and trains are great for helping people to understand what poetry is all about," said Friedman.

"People seem to be frightened by poetry," he explained. "But you shouldn't be scared of it."

"What people will realize is that poetry is written in the language everyone uses to express a feeling."

"The public would be well served if they knew the works of Chicago poets as well as they know the Chicago sports teams," he said.

Friedman said his poem, "Discipline,"

on the CTA car card is "somewhat like a Chinese poem."

"It is very simple and to the point," he said. "The point is that a person should be careful and avoid the pitfalls."

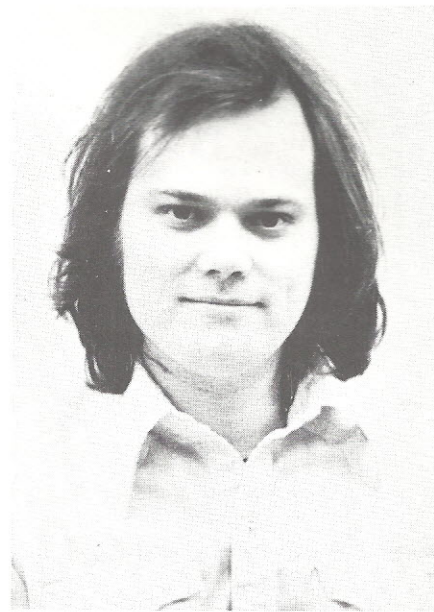
Having his poem selected for the CTA car card was the first contest Friedman has ever won. The six poems for the series were selected by a panel of judges of the Illinois Arts Council from 40 entries by Illinois poets.

"It was a good contest to win," said Friedman. "I must confess that it is really exciting to see your poem on the car cards in the buses and trains."

In addition to his work with the Chicago Council on Fine Arts, Friedman also is a director of poetry readings at the Body Politic and co-publisher of the Yellow Press, which specializes in poetry publications. He is the author of "Straight, Poems 1971-75" and co-editor of "Fifteen Chicago Poets."

This summer, Friedman will join other poets in a new program of Sunday afternoon readings of poetry at various locations in the Lincoln Park Zoo.

Friedman, who is 27, grew up in



Glencoe, and was graduated from the Chicago Circle campus of the University of Illinois. He is married to a poet, Darlene Pearstein, who is a Chicago public school teacher. They live in Rogers Park.

It's Culture Bus Season Again!

The 1978 season of an expanded RTA/CTA Culture Bus service got underway with a two-day debut on Sunday, May 28, and Memorial Day, May 29.

As an entirely new feature, a second Culture Bus route - in addition to the popular South route - this year is serving the North Michigan avenue, Lincoln Park, and Navy Pier area.

Both the South and new North routes of the Culture Buses, which operate between 11 a.m. and 5 p.m. on Sundays and holidays, start and end their trips at the Art Institute on Michigan avenue at Adams street.

This year's Culture Buses on the two routes directly serve 18 museums and other popular places of cultural and recreational activity, as well as providing exciting and informative sight-seeing trips.

"We feel certain that this year's expanded Culture Bus service will be a great success," said James J. McDonough, CTA Chairman.

"Like last year, we expect thousands of visitors from throughout the country and the world to join residents of Chicago and the metropolitan area in enjoying this special Sunday and holiday service," said McDonough.

Like last year, too, the Super Transferpass, which permits unlimited riding, is the fare, enabling Culture Bus riders to get on and off as often as they choose to visit the various points of interest.

The Super Transferpass sells for 80 cents for adults and 50 cents for senior citizens, children, and handicapped persons. Riders may pay the fare when boarding the Culture Buses or use Super Transferpass already purchased elsewhere on CTA buses and rapid transit trains.

George Krambles, CTA Executive Director,

explained that the schedules of the buses for the two routes are arranged in such a way that riders may transfer between the two routes at the Art Institute with convenience and little waiting time.

The buses operate at 30-minute intervals.

North Route

The new North Route of the Culture Buses north in Michigan avenue from the Art Institute, makes these stops:

- Chicago Public Library Cultural Center at Randolph street.
- Pioneer court, at the Equitable Building and Tribune Tower.
- Museum of Contemporary Art (237 E. Ontario st.), northbound stop at Ontario and Michigan and southbound stop at Ontario and Fairbanks court.
- Water Tower Place (stops both northbound and southbound).
- Chicago Historical Society, Clark street at North avenue.
- Chicago Academy of Sciences, 2001 N. Clark, with the "Farm in the Zoo" part of the Lincoln Park Zoo just to the east.
- Lincoln Park Zoo and Conservatory, with the stop on Lincoln Park West at Belden avenue, near a convenient underpass to the Zoo area.
- International Museum of Surgical Science, at 1524 N. Lake Shore drive.
- Navy Pier and the Filtration Plant with its Olive Park.

In addition to the "Magnificent Mile" of North Michigan avenue, several other important parts of the North Route should be noted.

The North Culture Buses also stop at Division

and Clark streets to provide a convenient connection with the subway station there.

After serving the Zoo area from Lincoln Park West, the buses operate east in Fullerton parkway to the Outer Drive to provide an excellent lakefront view. The buses operate south in the Outer Drive to North avenue, and then in the Inner Drive to Michigan avenue and Water Tower Place.

In Michigan southbound, the buses turn east in Superior to Fairbanks court, south in Fairbanks to Grand avenue, east in Grand to Navy Pier and the Filtration Plant, then south in the Outer Drive to Jackson boulevard, and west in Jackson to Michigan for the return to the Art Institute.

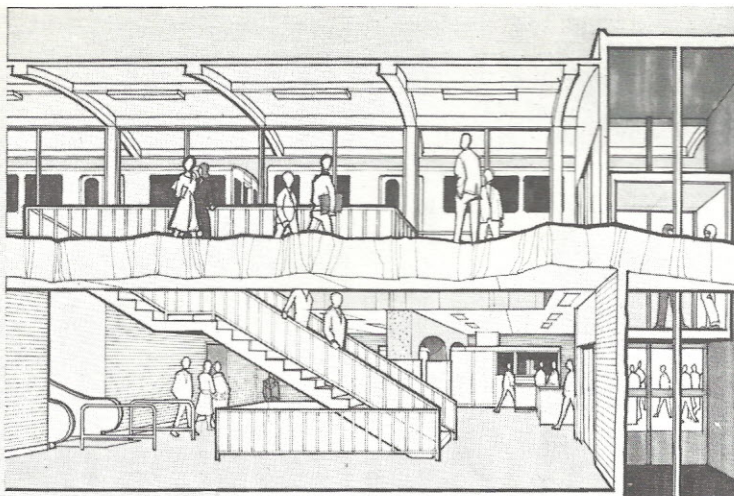
South Route

Three major new stops have been added to the South Route: (1) the Spertus Museum of Judaica, at 618 S. Michigan; (2) the newly-developed Prairie Avenue Historic District where visits may be made to the architectural landmark Glessner House, at 18th street and Prairie avenue, and (3) the tomb of Stephen A. Douglas on 35th street at Lake Park avenue.

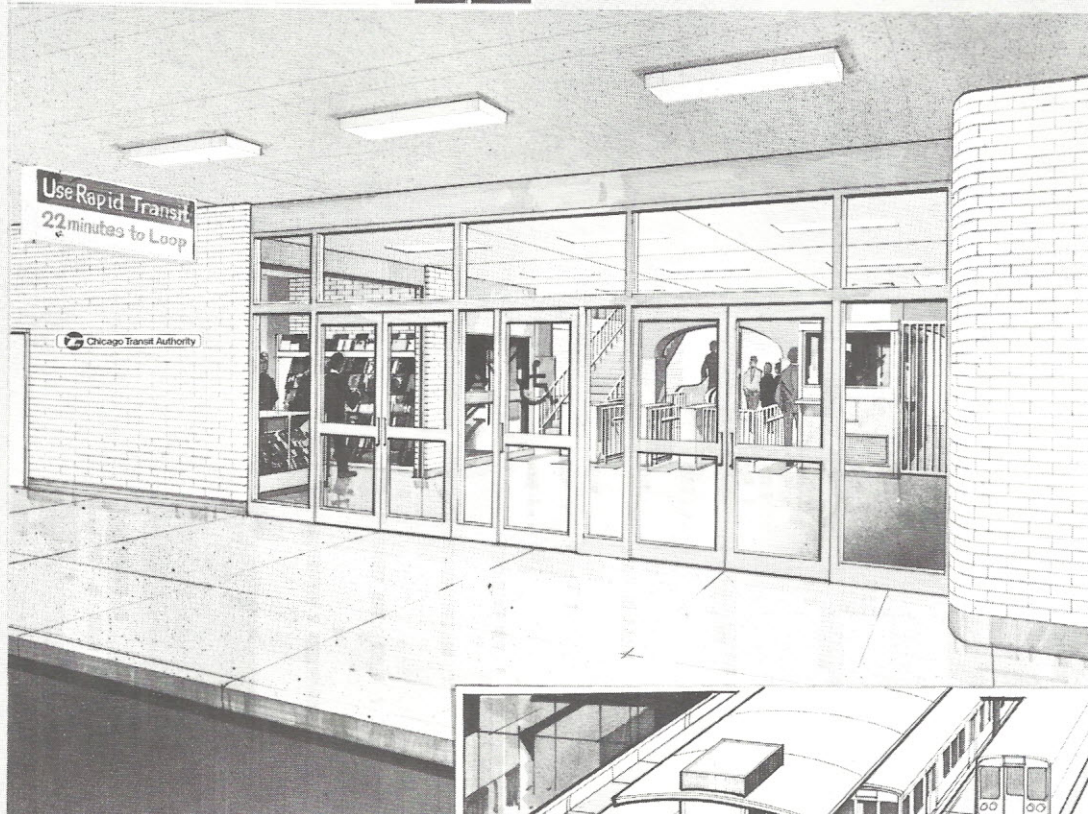
As last year, other major stops on the South Route include the Museum of Science and Industry, the Oriental Institute, the DuSable Museum of African American History, the Smart Gallery, Field Museum of Natural History, Adler Planetarium, and the Shedd Aquarium.

Also like last year, this route goes through the campus of the University of Chicago with its numerous points of interest.

The RTA/CTA Culture Bus service is sponsored by the Regional Transportation Authority and the Chicago Transit Authority in conjunction with the Chicago Council on Fine Arts.



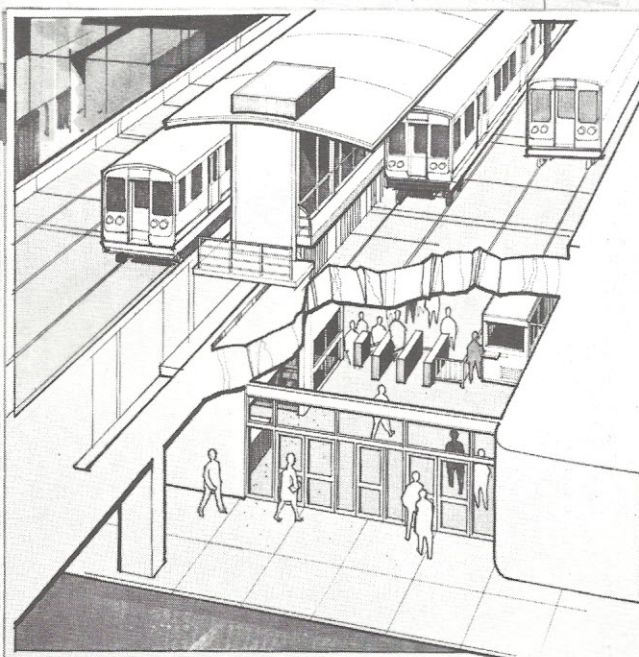
Granville Station Is Being Rebuilt



A contract for \$1,119,440 for building a new Granville station with an elevator and escalator on the CTA's north elevated route has been awarded to the Ross, Lynn & Norman Construction Company, of Skokie.

This will be the second CTA station to have an elevator as a convenience especially for handicapped and elderly riders. The first CTA elevator will be in a new station to be completed this fall at the Desplaines avenue terminal in Forest Park on the Eisenhower rapid transit route.

Construction of the new Granville station is to begin in May and to be completed in a year. The new station was designed by the Chicago architectural firm of Dubin, Dubin, Black & Moutoussamy. The project is being funded by the federal and state governments.



Transit of Yesteryear



Michigan Avenue and Washington Street Looking Southwest, 1946.



State and Madison Streets Looking Northeast, 1904.



Evening Rush, Circa 1895. May 21, 5:35 p.m., to be exact. This historical photo was submitted by Rich Perduto, duplicator operator, Duplicating Services, for our Transit of Yesteryear page. The photo, looking north, shows the Randolph street passenger station of the Illinois Central railroad.

Remember to send us your photos of yesteryear. All photos will be returned after being copied for our files, and credit given to the person submitting them. Photos may represent any transportation company which has served the Chicago metropolitan area.

Streetcar, Trolley Bus Festival

A Festival of Chicago Streetcars and Trolley Buses will be held by the Illinois Railway Museum at Union (McHenry County) from June 17 through June 25 to commemorate the last run of streetcars in Chicago in 1958.

Two streetcars, a PCC "Green Hornet" built in 1948, and a red open-platform streetcar built in 1908 will be in service on the museum's two-mile track.

The last streetcar to operate in Chicago was a "Green Hornet" which made its final run on June 22, 1958, on the Wentworth line.

During the festival, two trolley buses also will be operated. These operated in Chicago from 1951 to 1973.

The full display of CTA equipment at the museum includes five wooden "L" cars built between 1899 and 1907, three steel "L" cars built between 1914 and 1924, five streetcars built between 1903 and 1948, and six trolley buses built between 1930 and 1951.

Admission to the museum is \$1 for adults and 50 cents for children over six years old. Train fares are \$1.25 for adults and 75 cents for children.



The "Green Hornet" made its final run in Chicago on June 22, 1958.

Museum hours are 11 a.m. to 5 p.m. weekends and holidays throughout the year and 10 a.m. to 4 p.m. weekdays from Memorial Day to Labor Day.

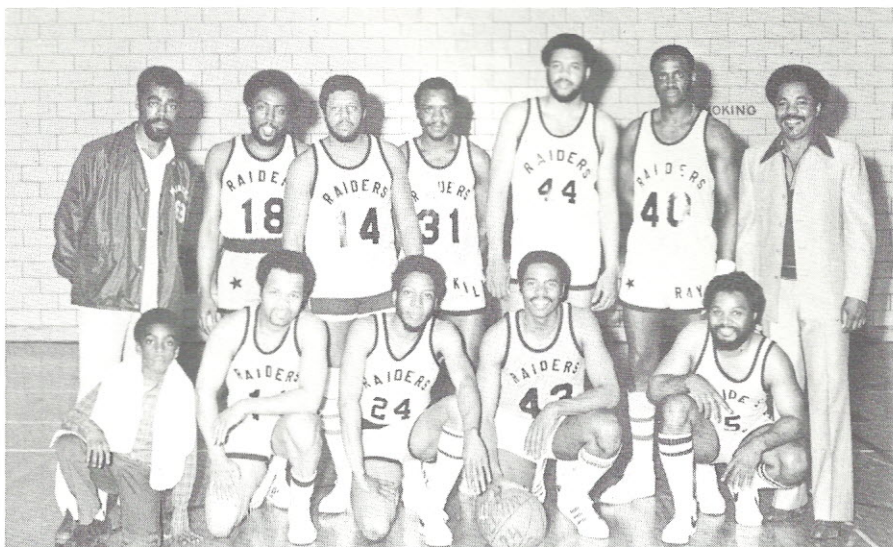
69th Street 1977-78 CTA Basketball Champs

In a game that could truly be called a barn burner, the 69th Street Raiders won the CTA 1977-78 basketball championship when they defeated a strong Archer team, 66 to 58.

The Archer cagers started off fast and with each basket they would race across the court raising their hands to proclaim they were number one. But 69th Street burst the "bubble" behind the fine shooting of Lawrence Hale and Ray Garner who had 21 and 19 points respectively.

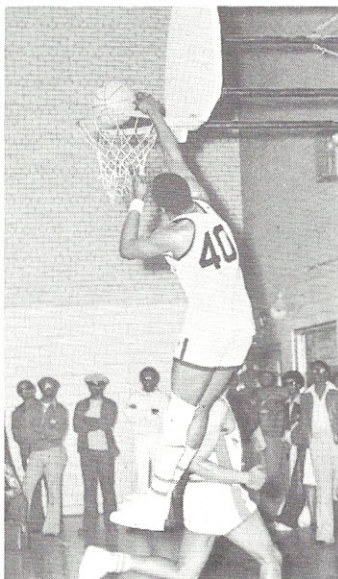
At the end of the third quarter, only three points separated the two teams. But in the fourth period, 69th outscored Archer, 11 points to 6, to win the title.

In the consolation game for third place, West Side 'L', the 1976-77 champions, defeated South Side 'L' by a score of 76 to 71.



(CTA photos by Eric Blakely)

THE CHAMPS: Members of the winning basketball team of the CTA basketball league for 1977-78 are, kneeling, left to right: Geoffrey Hawkins, mascot; Ron Smith, Melvin Thompson, John Harvey and David Ward. Standing, left to right: John Hawkins, coach; George Taylor, Lawrence Hale, Columbus Kilpatrick, Joe Jones, Ray Garner and Leonard Morris, 69th Street board member.



R. Garner, far left photo, goes high and shows you how a dunk shot should be made.

Left, G. Taylor, 69th, (second from right) seems ready to get a mouthful of basketball trying to catch rebound. Watching the play, are, from left, L. Hale, 69th; G. Golden, Archer; J. Paradise, Archer, and R. Garner, 69th.



Keep your eye on the bouncing ball. T. Bankston, Archer, left, seems to be in perfect position for the rebound. Others in the picture are: C. Maddox, Archer; L. Hale, 69th; B. Hall and T. Collins, Archer.

Division 241 Golf Date Set

Plans have been completed for the 12th annual Division 241 golf tournament and banquet at the Cog Hill Country Club, Lemont, Ill., Saturday, July 8.

Tee-off will begin at 0800 hours and end at 1300 hours.

The cost of the tournament this year will be \$18 for golf and banquet; \$10 for golf or banquet only.

All retired employees who wish to play are welcome.

Contact Warren Scholl at 341-1733 for reservations and tee-off time.

cta press box...cta press box...cta press box...
Racing Fans
An Unusual Breed
 By W. B. Wolfan
 cta press box...cta press box...cta press box...

One of the most popular sports writers of all was the late Damon Runyon, who regaled his legion of readers with intriguing tales of Manhattan.

Runyon gave his characters strange sounding names such as Nathan Detroit, Sky Masterson, and the Lemon Drop Kid.

Actually, many of those portrayed in Runyon's essays were real-life people who lived in the shadowy world of horse racing and floating crap games. It is certain none of them would have qualified as bluebloods of the so-called "jet set." More likely the Runyon characters might have mistaken "jet set" for a hot tip in the 6th at Saratoga.

It is no secret that racing, the sport of kings, commands a strong hold upon the American public. Pari-mutuel betting is the magnet that attracts the fans. Anytime there is a chance to turn a couple of bucks into 10 times that amount in 2 minutes or less, there are many persons eager to gamble hard earned cash on a long shot.

Racing also serves as an excellent source of revenue in various states which received sizeable cuts of the pari-mutuel betting. New York state gets the heaviest chunk of mutual revenue from the sport.

A more recent development in racing has been betting on the "gimmicks." According to the experts, the most popular "gimmick" is the \$3 wager in which the bettor selects the "trifecta." The player must pick three horses and they have to finish in 1-2-3 order for him to win the bet.

A "perfecta" means the player must pick two horses to finish in exact 1-2 order for a winning wager.

Naturally the "gimmick" payoffs are very attractive, and of course the odds against winning are very long, but the fans rush to the "trifecta" and "perfecta" windows in the hope that this is their day for a big payoff.

Racing for the thoroughbreds that gallop around the track with jockeys on their backs is commonly known as the "flats."

Harness racing, better known as the "buggies," features those finely trained trotters and pacers driven by reinsmen in their sulkies.

The governing body of horse racing is the N.Y. Jockey Club, and the watchdog of the sport is the Thoroughbred Racing Association, representing the major tracks.

When more than 45,000 people bet \$5 million in a single day at Santa Anita race-track, it indicates the widespread interest in racing in this country.

In the early days, track bookmakers flourished, but were later replaced by the pari-mutuel machine wagering. By 1940, bookmaking had vanished from all the tracks.

One of the men who was a pioneer in the development of big time racing was the late Col. Matt Winn, the founder of the Kentucky Derby. Winn was known in Chicago for his operation of Lincoln Fields, which today is the site of the Balmoral track in suburban Crete. But his efforts in making the Kentucky Derby the sporting event of the year firmly established Winn as one of racing's foremost leaders. More than 150 thousand gather at Churchill Downs for the Derby every spring. The late Benjamin Lindheimer did a great deal to bring big time racing to Illinois at Arlington Park and Washington Park. Lindheimer staged the exciting \$100,000 winner-take-all Swaps-Nashua race at Washington Park in 1955, attracting 35,000 fans on a weekday afternoon. (This reporter participated with newscaster Fahey Flynn in the CBS broadcast of that historic turf event.)

One must not overlook the popular smaller tracks such as Hawthorne and Sportsman's Park.

These tracks, located next door to each other in Cicero, are known as the "poor man's" racetracks. Each one hosts both thoroughbred and harness racing, and the urban racing fan can ride the CTA's Douglas Park 'L' and the Laramie bus out to both racetracks for a day at the races.

The world of racing is filled with anecdotes of how to lose. It is said that there are 154 ways to lose a race - far too many to mention here except for one bizzare example of how it can and does

happen.

One afternoon at Rockingham Park in New Hampshire there was an allowance race in which the public had installed a 3-year-old as an odds - on favorite at one o five - 20¢ to a dollar. (That means you bet two dollars and get 2 dollars and 40 cents back if you win.)

Well, this particular afternoon the weather was raw and blustery along the eastern seaboard. The smart boys at Rockingham poured their money into the mutuels on the odds - on choice right up to post time because the horse looked like an iron clad cinch to win. All he had to do to win was go around the track.

When the field broke from the starting gate, the favorite sprinted quickly into a five-length lead at the quarter. At the half mile, the horse was six lengths in front of the rest of the field; and its backers were already lining up at the cashiers' windows for the payoff.

The stretch at Rockingham Park is a fairly long one. Midway in the stretch the leader was still six lengths in front when suddenly the sky turned pitch black and powerful gale winds roared in from the Atlantic ocean. Then it happened. A hurricane force gust of wind swept the jockey, Warren Yarberry, right off the back of his horse and dropped him into the track's infield. The favorite crossed the finish line all by himself, but the horse was automatically disqualified because it had lost its jockey.

Thousands of dollars went down the drain on that horse, and once more the players were reminded of the old adage, "You can beat a race, but you can't beat the races."



CHICAGO WHITE SOX

Dan Ryan at 35th St./Chicago, Ill. 60616/312-924-1000

April 13, 1978

Mr. W. B. Wolfan
 Public Affairs
 CHICAGO TRANSIT AUTHORITY
 Chicago, IL. 60654

Dear Mr. Wolfan:

I certainly agree with you; those "old" days certainly were a lot of fun.

You know, though, we had a lot of fun at Comiskey Park last summer and I have the feeling we are going to enjoy more of the same this year. We are certainly going to try!

I enjoyed your article in the CTA Transit News; it certainly brought back some fond memories of the past. Thanks for your kindness in sending it along.

Sincerely yours,

Bill Veeck
 Bill Veeck

BV:ts.



Culture Bus Queen Rides 'Taxi' in Spain

Our Culture Bus project manager has been globe-trotting again. Last fall, Eileen (Murph) Neurauter, of Customer Service, visited the Land of the Pharaohs, as reported in the December issue of TRANSIT NEWS. Early in April, she made an eight-day trip to Spain, with an excursion to Morocco on the side. Here is her report.

An Adorable 'Taxi'

In a little Spanish town - the sparkling white Andalusian village of Mijas to be exact - I lost my heart to a "taxi" who had big dark Spanish eyes and curly gray hair. Colorful tassels hung from his big pointed ears to his swinging tail. His name - "Pedro" - what else? (I think he was born in Missouri - me, too!) By the way, I forgot to mention that in this sleepy village, overlooking the Mediterranean sea, all of the "taxis" are adorable mules!

You will find this place is a shopper's paradise -- from Spain's world famous Lladro's, porcelain creations born of the artistic imagery of early Iberian sculptors, to delicious rings of fried brown donuts which are served piping hot, drenched in sugar crystals.

Costa del Sol

Torremolinos on the Costa del Sol (sun coast) is Spain's year-round playground with its warm golden sand and the blue Mediterranean sea to swim in. The night-life swings till early dawn with the favorite drink, "Sangria," served in tall pitchers with ice and fresh sliced fruit. After three

glasses, everything becomes "ole"!

Malaga is the main entrance to the sun coast and has a big bullring where some of Spain's most famous bullfighters perform.

Seville

If you miss Moorish influenced Seville, in Andalusia, you would miss seeing the real Spain. There are flower-filled patios and beautiful gardens around expensive homes.

The cathedral of Seville, the largest medieval cathedral in the world, claims to hold the tomb of Christopher Columbus.

There are the fabulous Maria Luisa Park with its hundreds of white doves and the streets filled with horse-drawn carriages showing visitors the treasures the city holds, the Arabian Alcazar, the Giralda (golden) Tower, and the quaint old Santa Cruz quarters with shopping in the Calle de Sierpes.

Granada

Set against snowcapped mountains in the Andalusian countryside is lovely Granada, with its beautiful 14th century pink granite palace, the Alhambra, home of former caliphs. Adjoining this outstanding attraction are the gardens of the Generalife, where many a Moorish king and his harem strolled.

All during the year, different flowers and fantastically shaped shrubbery are in full bloom, making it a king's paradise to visit. It is a wonderful place to relax and

rest your feet.

And in the many colorful caves around the city, the Gypsies give exhibitions of flamenco dancing for the tourists.

Tangier, Morocco

Where else would you stand still while a man in a striped nightgown wound a slithering snake around your head and shoulders. The Casbah in Tangier, Morocco, but naturally.

I can't understand what kept Humphrey Bogart there so long. It might have been the "couscous" (native food). That's a large plate of grits topped with a big chicken leg and covered with different kinds of vegetables. You need wine or hot tasty mint tea to wash it down.

You are there squatting on a big stool and being served when 10 old desert men dressed in bed sheets run in banging on cans, buckets and little pot lids. After you realize it is not a raid, a cute little guy about 90 years old, with enough gold in his teeth to fill Ft. Knox, does an Irish jig. After the meal, you're all set for their famous pastry, when through the doors comes the moment you waited for - the gorgeous belly dancers. Wow!

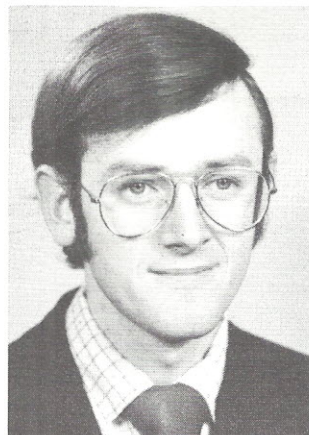
For a change of pace, en route for our hydrofoil boat ride back through the Strait of Gibraltar, we stopped in the desert to ride - what else - camels. I now get on and off a camel like I do when riding the Stateliner. That's what I learned last fall in Egypt.

NEW PROMOTIONS



Elvin White

(CTA photo by Mike Hoffert)



Richard A. Juvinall

(CTA photo by Bert Cadney)

Elvin White, who began his CTA career 30 years ago as a streetcar conductor out of Blue Island station, has been appointed superintendent of Kedzie garage. White became a traffic supervisor in 1962 and an instructor five years later. He was named assistant superintendent at Kedzie in 1974. White and his wife, Margaret, have a married son and daughter and live in the Chatham community on the South Side.

In a realignment in Vehicle Maintenance, Richard A. Juvinall, former superintendent, Production/Supply Control, has become superintendent, Automotive Methods and Standards; Thomas P. Lyons, former

supervisor, Rail Methods and Standards, has been named superintendent of the same section; and William T. Haworth, former supervisor, Automotive Methods and Standards, has been chosen supervisor, Automotive Product-Methods Engineering.

Also, John J. Soprych Jr., former field service engineer, has been selected supervisor, Rail Product-Methods Engineering; Richard R. Fabry, former supply control coordinator, has become supervisor, Rail Production/Supply Control; and John J. Ward, supervisor, Automotive Production/Supply Control, now reports to the superintendent, Automotive Methods and Standards.

Chris A. Meyer, former paralegal, Law, has been named supervisor, paralegals, in the same department. Ralph E. Louis, former insurance analyst, Insurance & Pensions, is now workers' compensation coordinator, Sales/Risk Management Group.

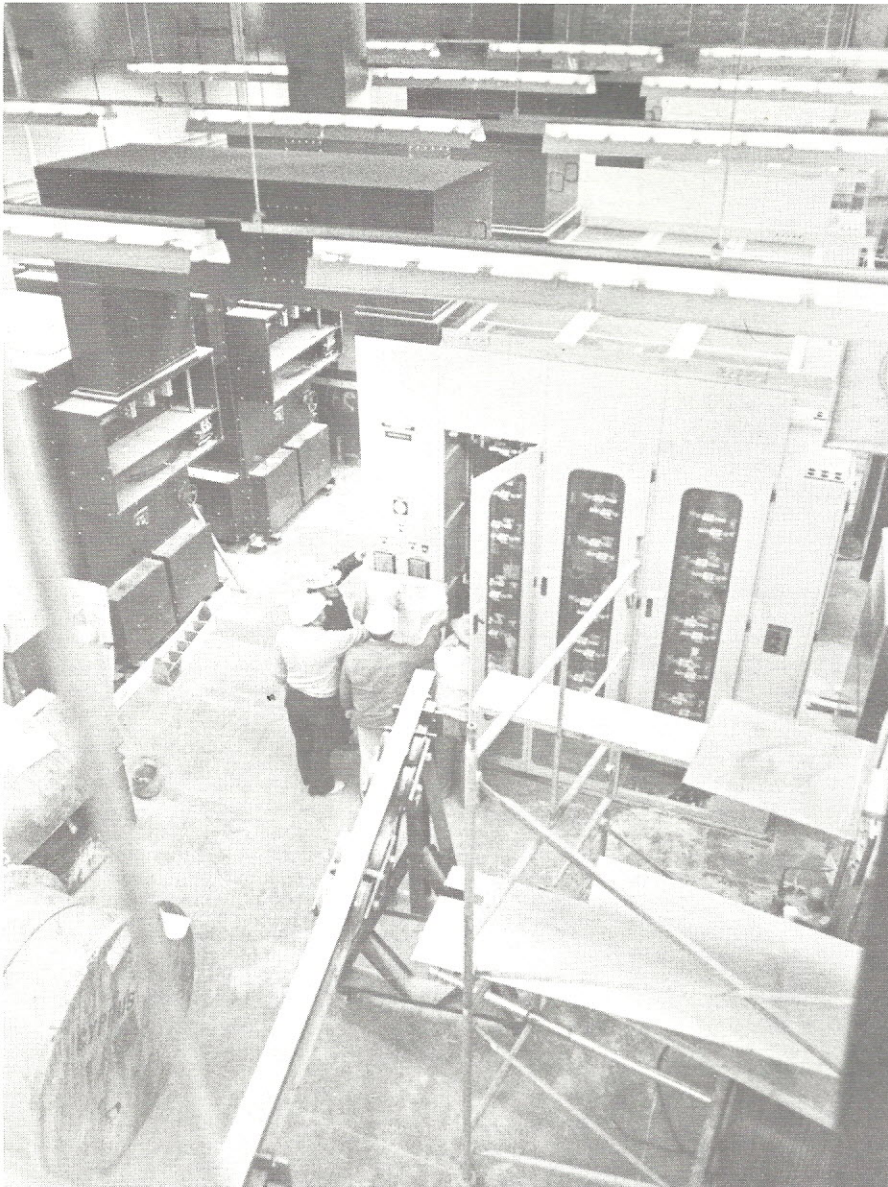
New as station clerks, Transportation, are Willie McGee, former payables and material utility clerk, Financial Services; James D. McGann, former supervisor, money handlers, Treasury; and former 69th Street bus drivers Isaac Cushingberry and Eddie Randall.

In new jobs in Vehicle Maintenance are Michael A. Cohen, former driver, North Park, who has become electrical worker apprentice; Sean D. Scott, former clerk, Materials Management, now terminal combination clerk; and Robert Kuropas, former bus servicer, North Avenue, now carpenter apprentice.

William Blinstrub, former bus servicer, 77th Street, has been selected personnel research clerk, Human Resources. Pauline Cook, former stenographer, Materials Management, has become treasury clerk, Treasury.



Mrs. Roberta Bernadel has become CTA's first woman machinist apprentice. She is one of 22 machinists assigned to the Vehicle Maintenance machine shop at South Shops. Mrs. Bernadel will be an apprentice until she completes four years of training to become a qualified journeyman's machinist.



Overview of electrical substation at 10 E. Lake where modern automatic electronic equipment is replacing manually-operated equipment for converting alternating current from Commonwealth Edison company to direct current for CTA use.

Inspecting electrical substation at 10 E. Lake street are, left to right, Joseph Marszalek, CTA superintendent of contract construction inspection; Joseph Marcy, inspector; Emil Somerstorfer, foreman for A. S. Schulman Electric Company; and Ronald Castrogiovanni, CTA inspector.



They Make Certain Specs Are Followed

Making certain that contractors adhere to architectural and engineering specifications is the daily task of the Contract Construction Section of the CTA's Engineering Department.

Last year, general contractors began work on 17 projects, for which the contracts totalled more than \$14,500,000.

Among these projects are the building of 13 electrical substations for the rapid transit system, a major station at the terminal of the Eisenhower line at Desplaines avenue in Forest Park, a bus fueling facility at South Shops, and the enlargement of the 79th street station on the Dan Ryan route.

This year, 10 additional projects costing approximately \$3,000,000 have been started; and 13 more projects are expected to be placed under contract later in the year.

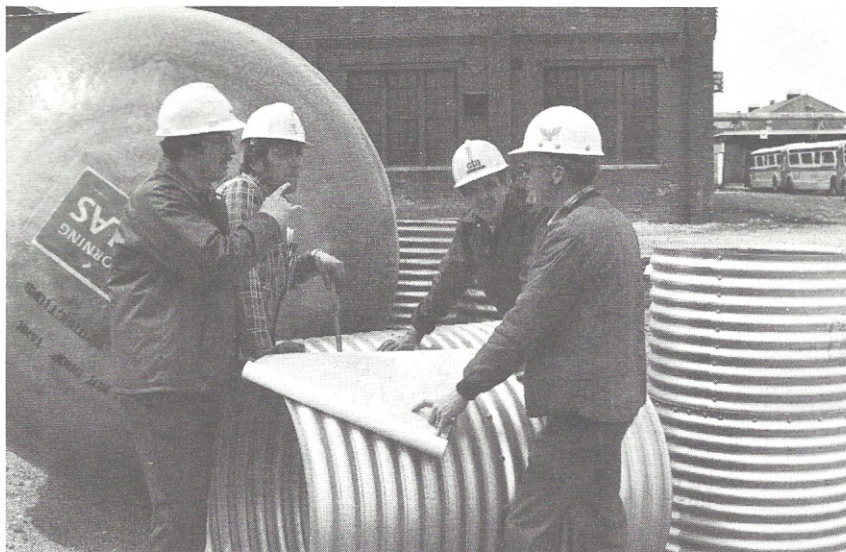
The Contract Construction Section is headed by John Chura, director. It consists of two groups, contract construction control and contract construction inspection.

Kenneth Mikota is superintendent of contract construction control. Working with him are John Sullivan, electrical construction specialist, and William Christiansen, mechanical construction specialist.

Joseph Marszalek is superintendent of contract construction inspection. Serving with him are two supervisors, Ronald Castrogiovanni and Robert Hodgetts; seven inspectors, John DeGregorio, Isaac Bond, Ronald Bollinger, John Bobak, John Masterson, Joseph Marcy, and Frank Kleczka; and three inspector technicians, John Schmidt, George Kirby, and Joseph Glista.

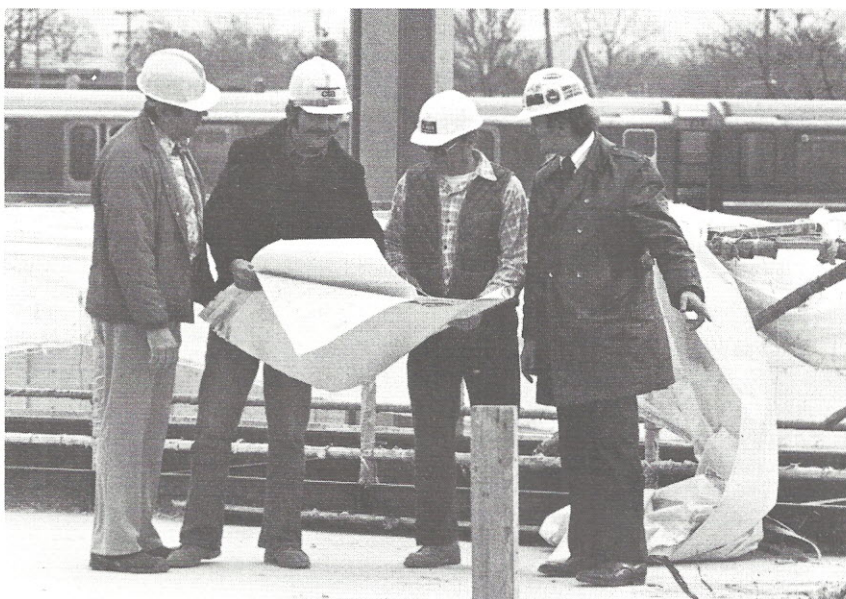


Above: John Chura, director, Contract Construction Section, at Desplaines avenue terminal.



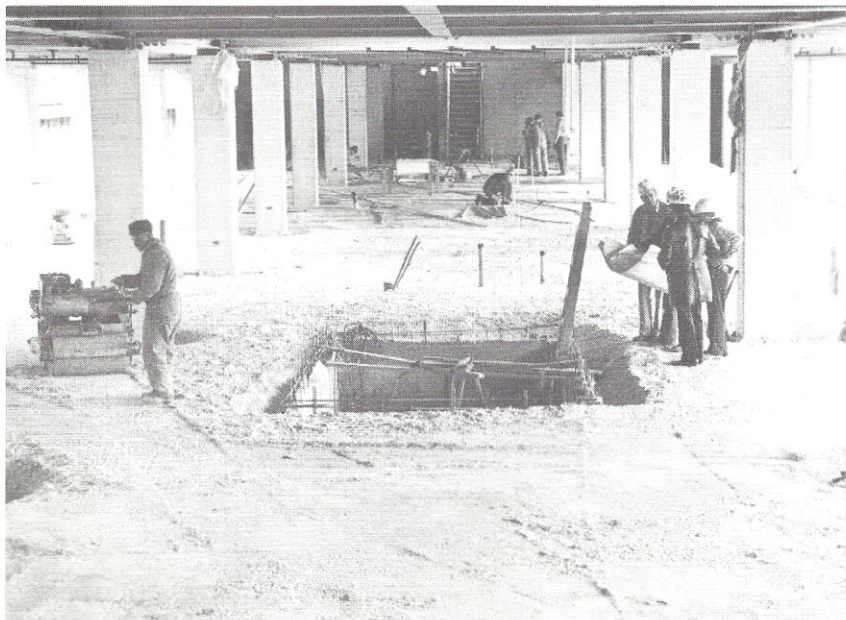
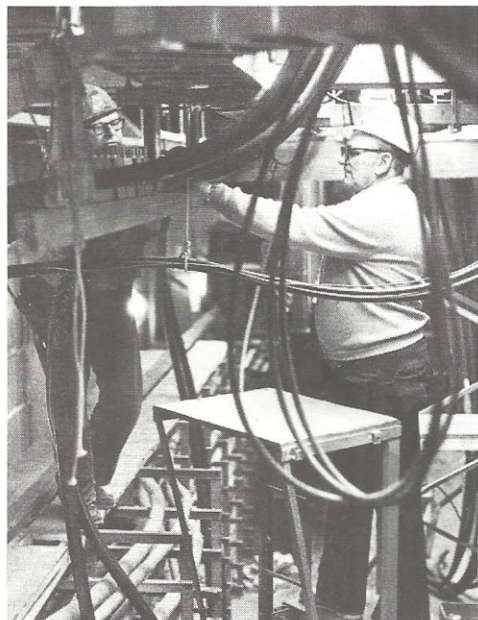
Top right: Plans for a new bus fueling facility at South Shops are studied by, left to right, Frank Kleczka, CTA inspector; Marvin Yetter, superintendent, J. L. Cunningham Construction Company; George Kirby, CTA inspection technician; and Robert Vickrey, superintendent, Ross, Lynn & Norman Construction Company, general contractor. Behind them is one of several 6,000-gallon tanks for the new facility.

Right: Examining plans for new station at Desplaines avenue in Forest Park are, left to right, Castrogiovanni; John DeGregorio, contract construction inspector; Norbert Zapinski, superintendent, James McHugh Construction Company, general contractor; and Marszalek.



Bottom right: Station area at ground level under construction at Desplaines avenue, Forest Park.

Below: Somerstorfer, left, and Marcy inspect cable rack in electrical substation at 10 E. Lake. This facility supplies power to parts of the State and Dearborn subways and Lake street elevated route.



Call for CTA Volunteers For Explorer Mass Transit Rally

Here is an opportunity to help stage a major CTA event benefiting more than 300 Chicago youth.

The event will be the Third Explorer Mass Transit Rally sponsored by the CTA and the Chicago Area Council of the Boy Scouts. It will be held Sunday, June 25.

To volunteer your services, drop a note to Robert Heinlein, Public Affairs, the CTA's coordinator for the Rally. Or if you wish, call him on Extension 812, between 7 a.m. and 3 p.m., Monday-Friday.

Suggester of the Year

Donald J. Liberko (second from right), rail janitor, D District, received CTA's Suggester of the Year award from Bill Anderson, suggestion analyst, at a luncheon sponsored by the National Association of Suggestion Systems at the Como Inn. Liberko submitted 54 service-related suggestions in 1977, more than any other eligible employee. Taking part in the ceremonies were Walter Kleinman (second from left), president of the Chicago chapter of NASS, and Robert A. Roesing, superintendent, rail janitors.



Congratulations to George Sergot, signalman, Ravenswood line, and Deborah Karr, who were married in St. Pascal church on April 15. Deborah is the daughter of North Avenue Garage bus driver Charles Hicks and his wife, Rose.

Coming Events For Retirees

The CTA Senior Citizens Retirement Organization announces that a family picnic will be held Saturday, Aug. 19, in the National Woods in North Riverside. The picnic grove is two blocks west of Desplaines avenue on 29th street.

Also, on Aug. 23, there will be a CTA Senior Citizens dinner-dance featuring the music of the Guy Lombardo Orchestra at the Sabre Room at 8900 West 95th street in Hickory Hills. The donation will be \$10 per person. Dinner will be served from 6 to 8 p.m.



(CTA photo by Mike Hoffert)



Ralph McDonald (left), of the Executive Office, is shown visiting Mr. and Mrs. Joe Eiffes of Clearwater, Fla., during a vacation there. Joe, who was with CTA for 30 years, retired in 1970. They are enjoying their pension in the Doral Mobile Village. Joe extends an invitation to all his friends at CTA to stop in for a visit if they are ever down that way.

NEW PENSIONERS



JOINING THE ranks of the retired on May 1 was JOHN H. LYNCH who had 41 years of service with CTA and its predecessor companies.

PAUL F. ANDERSON, Repairman, Limits, Emp. 6-24-47
STEVEN CHATLOS, Operator, 69th Street, Emp. 2-27-54
JAMES E. DOHERTY, Clerk, Kimball, Emp. 4-14-42
EDWARD P. FEDEROWICZ, Janitor, Limits, Emp. 9-08-42
ANDREW GIBSON, Car Cleaner, Maintenance, Emp. 7-24-46
JEAN V. GUSTAFSON, Trans. Pre-Punch Operator, South Shops, Emp. 11-03-62
ARNOLD H. HILLSTROM, Chief Clerk, 52nd Street, Emp. 9-07-38
ADOLPH V. JENDRYCKI, Operator, North Park, Emp. 8-05-54
THOMAS M. KACZYNSKI, Collector, Limits, Emp. 12-28-45
JOHN H. LYNCH, Superintendent, Archer, Emp. 4-04-37
JOHN P. MC EVILLY, Superintendent, Limits, Emp. 5-26-47
CORDELL A. MC WORTER, Operator, North Avenue, Emp. 8-28-51
LOUIS L. MILLER, Operator, Archer, Emp. 7-03-41
NORBERT J. OUMET, Janitor, Kedzie, Emp. 1-27-43
JOHN P. RUDY, Repairman, Limits, Emp. 8-08-47

DISABILITY RETIREMENTS

WILLIAM ARNOLD, Operator, 69th Street, Emp. 6-11-68
MARTHA L. BLEERS, Ticket Agent, West Section, Emp. 1-04-64
FRED A. GARDNER, Electrical Worker A, Skokie Shop, Emp. 3-31-45
WARREN G. POTTS, Collector, Kedzie, Emp. 7-27-53
FREDDIE L. REED, Ticket Agent, South Section, Emp. 4-17-51
EDWIN F. STENZEL, Clerk, North Park, Emp. 11-05-41
EDWARD A. SWITAL, Repairman, Archer, Emp. 8-08-47

IN MEMORIAM

JACK BITUNJAC, 82, Way & Structures, Emp. 6-10-26, Died 3-20-78
JAMES H. BROWN, 38, South Section, Emp. 6-03-63, Died 3-25-78
MATTHEW BUCHANAN, 69, Wilson, Emp. 1-26-51, Died 3-02-78
DOMINIC CANNOVA, 90, Track, Emp. 4-05-21, Died 3-12-78
ERNEST CARLSON, 85, Shops & Equipment, Emp. 8-23-21, Died 2-09-78
MICHAEL T. CONDON, 70, Skokie Shop, Emp. 1-09-46, Died 3-17-78
PATRICK E. DURKIN, 86, Devon, Emp. 11-26-15, Died 3-08-78
ANGELO ERBA, 86, Way & Structures, Emp. 8-16-28, Died 3-05-78
WILLIAM R. FULLJAMES, 82, 69th Street, Emp. 6-15-21, Died 3-18-78
SOL GELLER, 70, Office Services, Emp. 2-28-27, Died 3-10-78
EARL V. GRANNUM, 76, 61st Street, Emp. 7-25-18, Died 3-06-78
ELMO GREER, 81, Lake Street, Emp. 9-20-44, Died 3-19-78
STEPHEN E. GRENLESKI, 79, Forest Glen, Emp. 11-14-27, Died 2-27-78
VIRGINIA HAMILTON, 60, Mgmt. Services, Emp. 5-05-62, Died 3-17-78
MICHAEL E. HYNES, 84, Beverly, Emp. 12-10-26, Died 3-31-78
ALBIN JENSEN, 71, 69th Street, Emp. 10-08-29, Died 3-10-78
JOSEPH KARJOLICH, 75, Engineering, Emp. 10-01-29, Died 3-13-78
GEORGE H. KLIETZ, 73, 69th Street, Emp. 9-17-42, Died 3-15-78
CHARLES M. KRIEGER, 87, Kedzie, Emp. 2-19-20, Died 3-03-78
FREDERICK LOEBBAKA, 67, Howard St., Emp. 7-26-44, Died 3-31-78
ROCCO MAURELLO, 80, Maintenance, Emp. 3-13-24, Died 3-15-78
ROY C. MEYER, 72, North Park, Emp. 3-29-27, Died 3-26-78
WILBUR J. MEYERS, 79, South Shops, Emp. 9-15-19, Died 3-14-78
VINCENT MULE, 71, Engineering, Emp. 5-14-42, Died 3-15-78
DANIEL MURPHY, 84, Way & Structures, Emp. 12-18-42, Died 3-09-78
VERNER B. OLSON, 79, Maintenance, Emp. 9-01-30, Died 2-11-78
JOHN W. PERRY, 80, Douglas, Emp. 11-18-27, Died 2-23-78
WILLIAM F. PETER, 73, South Shops, Emp. 11-18-46, Died 3-25-78
GUSTAV F. PETRUS, 70, Limits, Emp. 7-09-48, Died 3-28-78
DURWARD PRENDERGAST, 81, Beverly, Emp. 1-17-29, Died 3-23-78
THOMAS W. RAFFERTY, 81, 77th Street, Emp. 8-31-18, Died 3-16-78
ANDREW J. RECKNES, 84, North Section, Emp. 7-22-43, Died 3-11-78
PETER J. RETZBACK, 68, Archer, Emp. 11-20-42, Died 3-16-78
CARL E. RUSS, 73, Stores, Emp. 5-09-27, Died 3-16-78

Service anniversaries in May

35 years

J. LeMond, Plant Maintenance
R. B. Rose, Kedzie
J. Sabol, Schedules
A. R. Zahumensky, Job Classification

30 years

S. Bennett, Kedzie
G. Brown Jr., Ashland/95th
S. S. Gibson, 77th Street
L. Hegwood, Rail Janitor
M. L. Loran, North Avenue
J. C. Norman, South Shops
G. Potts, Howard Maintenance
A. Turner, Douglas/Congress

25 years

L. A. Bates, North Park
S. Battle, 52nd Street
P. J. Frank, Jefferson Park
A. Grimaldi, South Shops
S. Hoffman, North Park
F. B. Jenkins, CTA Security
V. E. Kee, Electrical
E. J. Kuberski, Utility
A. E. Lubke, Archer
G. T. Mathews, Archer
S. A. Maturo, Harlem Maintenance
A. L. Mednus, Archer
F. W. Mulree, Electrical
J. Noga, Archer
A. Powers, Schedules
S. A. Siciliano, Forest Park
W. T. Speer, Limits
L. Streeter, Limits
G. A. Thurman, Kedzie
P. M. Ward, Beverly

MARTIN RYAN, 80, 77th Street, Emp. 10-16-23, Died 3-01-78
FRANK J. SMRZ, 89, West Shops, Emp. 9-10-29, Died 3-04-78
LELAND SNYDER, 73, Howard Street, Emp. 10-03-27, Died 3-03-78
LYDIA J. STONE, 83, North Section, Emp. 9-17-47, Died 3-14-78
DANIEL THOMAS, 80, 77th Street, Emp. 3-10-17, Died 3-13-78
ERWIN E. TRESKETT, 71, North Section, Emp. 3-06-46, Died 3-08-78
GEORGE VANEK, 71, Archer, Emp. 7-08-44, Died 3-02-78
FRANK J. VITEK, 64, 69th Street, Emp. 11-29-40, Died 3-02-78
FRANK A. YAPELLI, 69, West Section, Emp. 4-29-26, Died 3-19-78
ROMAN YENDREJCZYK, 75, North Park, Emp. 4-27-45, Died 3-09-78

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

Address Correction Requested

BULK RATE

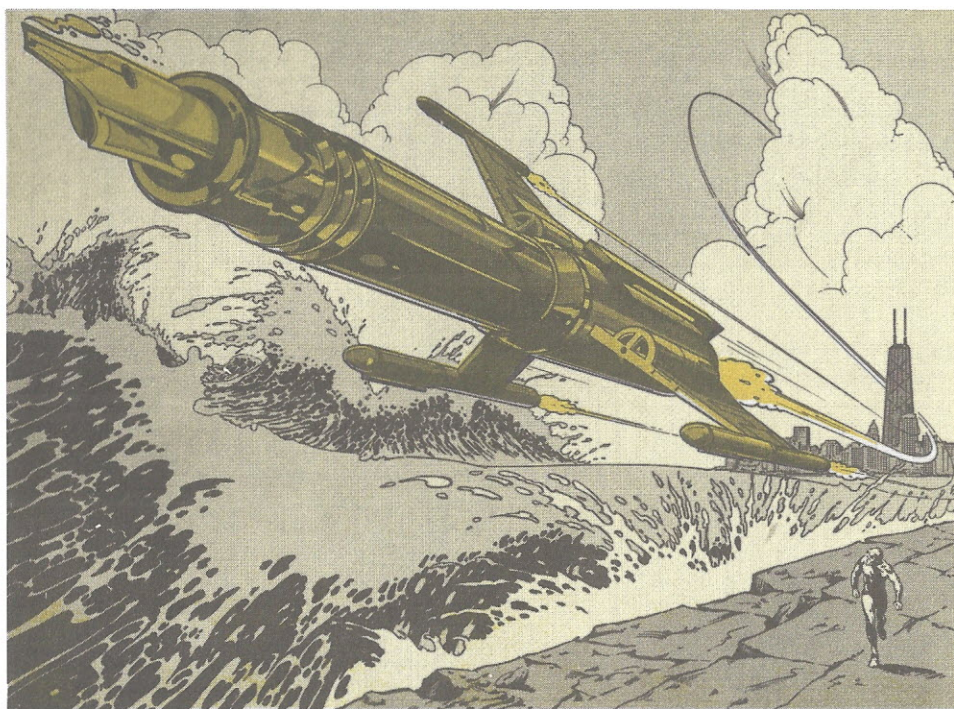
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U. S. POSTAGE

PERMIT No. 8021

CHICAGO, ILL.

CTA Poetry Car Card For May



DISCIPLINE

Run 1 mile each day
In all weathers and
Never twice run the same direction
(Avoid running into lake)

Write 1 poem each day
In all moods and
Never twice write the same poem
(Avoid running into lake)

Richard Friedman

Illustration by Ron Villani

Sponsored by:
The Illinois Arts Council
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(See Story Page 8)